



WALMER TOWN COUNCIL

62 The Strand, Walmer, Deal, Kent, CT14 7DP

Tel: 01304 362363

Web site: www.walmercouncil.co.uk E-mail: clerk@walmercouncil.co.uk

Dated the 18th September 2026

Amenities & Environment Committee: Cllr P Findley, Cllr P Jull, Cllr P Ludwig, Cllr R Blackwell, Cllr S Waite-Gleave, Cllr M Eddy, Cllr D Richardson, Cllr M Simpson and Cllr L Ludwig.

Non-Voting Member – Mr M Knott

You are hereby summoned to attend a meeting of THE AMENITIES AND ENVIRONMENT COMMITTEE to be held at 7pm, Thursday, 24th September 2026 at: Elizabeth House, St Mary's Road, Walmer.

Roland Aldred

Town Clerk Walmer Town Council

AGENDA

1. WELCOME AND APOLOGIES FOR ABSENCE

2. OPENNESS AND TRANSPARENCY

To remind those present of the following: -

The right to record, film and to broadcast meetings of the council, committees and sub committees is established following the Local Government Audit and Accountability Act 2014. This is in addition to the rights of the press and public to attend such meetings. While those attending meetings are deemed to have consented to the filming, recording, or broadcasting of meetings, those exercising the rights to film, record and broadcast must respect the rights of other people attending under the Data Protection Act 1998. Any person or organisation choosing to film, record or broadcast any meeting of the Council or a committee is responsible for any claims or other liability from them so doing.

3. **DECLARATIONS OF INTEREST**
To receive any declarations of interest from Members in respect of business to be transacted on the agenda.
4. **MINUTES OF THE PREVIOUS MEETING** Attach 1
To approve the minutes of the meeting held on Tuesday 16th June 2026.
5. **REPORTS ON MATTERS FROM LAST MEETING.**
6. **QUESTIONS FROM THE PUBLIC**
Receive any questions from the public.
7. **HIGHWAYS IMPROVEMENT PLAN**
 - i. To receive a copy of the current Highways Improvement Plan. Attach 2
 - ii. To receive correspondence from Members of the public on road issues that may be added to the HIP and decide on whether these should be added. Attach 3
 - iii. Verbal update on double yellow line scheme Granville Road – Knoll Place junction.
 - iv. Verbal update on Parking on Grams Road – Blake Close junction.
 - v. Verbal update on “Slow” markings on road on Kingsdown Road.
 - vi. Any other additions members wish to bring for discussion (these will need to be investigated between meetings and cannot be agreed to be added until they have been advertised on an agenda).
8. **ACCESSIBLE KERB REPORT** Attach 4
To receive a verbal report on progress of the next stage of the accessible kerb report.
9. **TREE PLANTING SCHEME** Attach 5
To receive a recommendation from the Climate Emergency Working Group to start a tree planting scheme, for which there is already a budget in place.
10. **STONY PATH**
To receive a verbal report on expert advice from the solicitor on the possession of Stony Path.
11. **AMENITIES AND ENVIRONMENT BUDGET 2027/28** Attach 6
To receive a draft budget for 2027/28 for the Amenities and Environment committee.
12. **BUDGET FOR CLIMATE EMERGENCY WORKING GROUP 2027/28** Attach 6
To receive a recommendation from the Climate Emergency Working Group for a draft budget for 2027/28.
13. **DATE OF NEXT MEETING**
2nd December 2026.



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MINUTES

DRAFT Minutes of the meeting of the Amenity and Environment Committee held on Tuesday 16th June 2026 at 7pm at Elizabeth House, St Marys Road, Walmer.

Present Councillors:

Cllr M Eddy (Chair), Cllr P Findley, Cllr R Blackwell, Cllr D Richardson, Cllr P Jull and Cllr S Waite-Gleave.

Non-Voting co-optee present – Mr M Knott.

Officer present: Roland Aldred –Town Clerk

94. ELECTION OF A CHAIRMAN OF THE COMMITTEE FOR 2026/27

Cllr M Eddy was the only nomination made.

AGREED – To appoint Cllr M Eddy as the Chairman of the Amenities and Environment Committee for the year 2026/27.

Proposed by Cllr R Blackwell

Seconded by Cllr P Findley

For – 6 Against – 0 Abstain -0

95. ELECTION OF A VICE-CHAIRMAN OF THE COMMITTEE FOR 2026/27

Cllr R Blackwell was the only nomination made.

AGREED – To appoint Cllr R Blackwell as the Vice Chairman of the Amenities and Environment Committee for the year 2026/27.

Proposed by Cllr P Findley

Seconded by Cllr M Eddy

For – 6 Against – 0 Abstain -0

96. WELCOME AND APOLOGIES FOR ABSENCE

The Chairman welcomed everyone to the meeting.

Cllrs L Ludwig, P Ludwig and M Simpson offered apologies.

97. OPENNESS AND TRANSPARENCY

The Chairman reminded the meeting of the terms of various rights to record and transmit the transactions of the meeting under the Local Government Audit and Accountability Act 2014.

98. DECLARATIONS OF INTEREST

No interests were declared.

99. MINUTES OF THE PREVIOUS MEETING

Members received the minutes of the committee meeting held on Thursday 23rd April 2026.

AGREED- That the minutes are a true record and are approved.

Proposed by Cllr R Blackwell.

Seconded by Cllr P Findley.

For - 6

Against - 0

Abstain – 0

100. REPORTS ON MATTERS FROM LAST MEETING

No matter to report.

Members requested that the item regarding the defibrillator at Elizabeth house be brought back to the next meeting.

101. QUESTIONS FROM THE PUBLIC

No members of the public were present.

102. HIGHWAYS IMPROVEMENT PLAN

- i. Members received a copy of the current HIP.

NOTED – Members asked on the progress with DDC of the signage for the promenade warning of cycles, the Clerk updated members that once the Gym paperwork was completed that he would start work on this.

Proposed by Cllr R Blackwell

Seconded by Cllr P Findley

For – 6

Against – 0

Abstain -0

- ii. Members received information on requests made to the Council for consideration to add to the HIP.

- a. Members received a written report on public correspondence regarding an issue on Court Road of speeding around the Station Road/Court Road Junction.

AGREED – that this is not an issue the HIP can tackle, the Clerk has informed the local police already.

Proposed – Cllr R Blackwell

Seconded – Cllr D Richardson

For - 6

Against – 0

Abstain – 0

- iii. Members received a verbal report from the Clerk on the parking issues on Kingsdown Road. Dover District Council have been working with English Heritage to find a solution and have agreed to make an application for double yellow lines around the blind bends in the area in July.

- iv. Members received a verbal report from the Clerk on the flooding issue in Kingsdown Road. KCC have written to Walmer Town Council to confirm that should the drainage channels become blocked they will clear these.

- v. New items to be considered at next meeting.
The Clerk was asked to submit a maintenance report about potholes along Walmer Castle Road.
No items were brought forward.

NOTED – Items iii. and iv. Were noted

103. ACCESSIBLE KERB REPORT

Members received a verbal report from the Clerk and Mr Knott on the progress of the updated accessible kerb phase 2 investigation. All areas of Walmer have now been reviewed and a meeting to set priorities will be set. At the next meeting a report will be brought forward to allow us to set the next steps up for the HIP.

104. STONY PATH

Members received a written report about the ongoing work the council are undertaking to claim ownership of Stony Path.

AGREED – To ask the Clerk and Cllr P Ludwig to follow up with a solicitor to ascertain what we need to do next to progress the application and associated issues surrounding the potential ownership. Approximate cost of this work will be £250.

Proposed – Cllr D Richardson

Seconded – Cllr P Findley

For - 5

Against – 1

Abstain – 0

105. DATE OF NEXT MEETING

24th September 2026.

The meeting was closed at 19.40

.....
Signature

.....
Date

HIGHWAYS IMPROVEMENT PLAN					
PROJECT NO	DATE	DESCRIPTION	REMEDY	PROGRESS	Comments
2	Jan-22	Speed Survey ,Dover Road + 20 MPH Zones	As stated	on going KCC contacted no options provided as way forward	Speedwatch group formed and are collecting data
9	Nov-21	Cycle path to be extended along Wellington Parade	as stated	Working with DDC to provide the best solution having spoken to KCC and not agreeing a solution	Question as to how this could be done given private road
15	Jun-23	Cycle Routes - Request to join cycle route 1 to the Skylark trail by adding cycle route along Granville Road	as stated		With DDC awaiting strategy being agreed.
16	Jun-23	Potholes	Repair work - long term road resurfacing	ongoing	Continous office are reporting these to KCC who are filing as required. Pothole blitz on North Barrack Road this month
18	Nov-23	Kingsdown Road - Outside of Walmer Castle parking restriction	Parking restrictions	English Heritiage looking at weather proofing back up car park to resolve issue	DDC and EH have agreed to install double yellow lines along Kingsdown Road
19	Feb-24	Walking Route Kingsdown Road - Outside of Walmer Castle	WTC to set up a route and get signage	With M Eddy for route	With Cllr Eddy
20	Feb-25	Crossing the road danger due to blind bend and speed	Additional Signage	Design Confirmed	With KCC to set a install of "SLOW" painting in the road
21	Feb-25	Upper Walmer Dover Road -speeding	20MPH zone not possible as per KCC, Speeds within acceptable limits as per Kent safety partnership.	KCC contacted due to current avg speed they would not grant a TRO	Letter written to KCC supporting a 20mph zone. Speed survey taken over week in May 2025 results were within acceptable limits for 30mph zone but not low enough to support a 20mph zone.
22					Stretch of road has been reviewed recently by-KCC. Quote from KCC about scope of improvements "However, this is something that can be placed on Walmer Town Council's Highway Improvement Plan for further discussion but with very little or no scope to widen the footway and there not being sufficient carriageway width to install a pedestrian refuge island, the only possibly feasible form of pedestrian crossing in this vicinity could be a pedestrian dropped kerb, and I am not sure that would be solving the issues being experienced. " Members considered in Sept 2025.
23	Jun-25 Sep-25	Upper Walmer Dover Road - Paving Promenade outside of Adventure Golf - Cycling signage to warn of crossing	Ask KCC to review Ask KCC to review	KCC contacted no options provided as way forward Clerk to request through DDC	Request with DDC to add signage, updated est cost as no consultation should be required.



New Items to be considered for HIP

1.

Location	Hawksdown/Dover Road
----------	----------------------

Details of issue

Resident contacted WTC to what they consider to be dangerous road junction in Walmer.

The junction in question is Dover Road Walmer at the junction with Hawksdown.

Residents comments were

I live in Hawksdown and pulling out onto Dover Road is incredibly difficult as motorists speed along the main road far too fast, visibility is poor due to the wall on the corner of Elite garages. There is a mirror on the opposite side of the road but there have been a number of serious near misses as the mirror cannot be relied upon. Today my next door neighbour had an accident at the junction as she did not see a car coming from the direction of Deal. I myself have had a serious near miss pulling out onto Dover Road and it is only a matter of time before a very serious accident occurs as more and more vehicles use this road. Cars are speeding along Dover Road and this is a serious concern I would like looked into at the earliest opportunity and kept updated. I appreciate your time and look forward to a response.

Information from KCC or requirements

In order to leave junction you are required to "creep out". Dover Road can be extremely busy and during peak times a long wait to get out the junction is the normal. Crash map shows no minor or major incidents in the last 5 years and a total of 9 incidents all classed as minor in the vicinity in the 27 years of data available.

Speed data from approx. 300m away suggests that cars are travelling within the speed limit. Item of 20mph speed limit is still on our HIP but at present there is no way forward as KCC have refused to consider further the idea based on speed survey results.

Visibility is an issue with the right hand side blocked by a house built approximately 60cm from Dover Road and to the left the bin storage from the garage along with parked cars on forecourt. Appears a KCC installed mirror has been placed opposite.

This section of Dover Road is narrow and subsequently pavements are narrow, similar to the idea of a crossing in this area previously explored, this will prevent any attempt to create additional visibility by moving the junction further out in to Dover Road. Traffic from Hawksdown is minor.

Asking KCC to review the junction for safety and if they deem there to be an issue to ask KCC to provide solutions may be the way forward should members wish to try to tackle this issue.

Take forward
to HIP

Yes

No



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Disabled Access Survey Report **2026**

Walmer Town Council
In Partnership With
Deal Speaking Up Group &
Dover District Disability Association

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Introduction

Survey History

In 2022, Walmer Town Council undertook a survey of sections of Walmer to find out the level of accessibility for the disabled throughout the town. A council officer with assistance from a representative of the Deal Speaking Up group surveyed The Beach, The Strand, Dover Road and several smaller roads along that route. From that survey, Kent County Council identified and confirmed a number of those crossings would be upgraded to ensure that they would be more accessible.

In total 32 locations were identified by this survey, these discoveries led to the repairs, modifications or installation of new crossings at fifteen of these either being completed earlier or later being added to the Kent Highways Improvement Plan. An updated version of the original survey was completed identifying the remaining seventeen locations that will still require some repairs or new crossings, several of which may still be crucial to accessibility to certain facilities

New Survey

During April and May 2026, a second survey began with an officer, once again accompanied by Donna & Mark Knott representatives of the Speaking Up group and Dover District Disability Association, expanding on what had already been discovered by the previous one. Encompassing much of the rest of Walmer, the report would show where new access points were needed throughout the town. Each public road was surveyed and noted with the requirements to make it more accessible to disabled or elderly residents.

Each road was checked and the requirements for improvements to crossings catalogued under the following:

- Repairs
- Blister Paving
- Drop Curbs
- Blind Crossing

Survey Locations

During the checks numerous areas were found to require serious repairs and many accessibility additions to the local roads. These were broken down into the following locations.

Lower Walmer

Guilford Road to North Barrack Road.
Gladstone Road to Canada Road
Canada Road to Cornwall Road.
North Barrack Road

Middle Walmer

Cornwall Road to Owen Square
Dorset Gardens to Palmerston Avenue
Balfour Road to Devon Avenue
Warwick Road to The Strand

Upper Walmer

St Mary's Road to Walmer Castle Road
St Clare's Road to Grams Road
Dover Road to Court Road

Private estates and public locations such as parks and open spaces and schools were excised from the survey as were locations already surveyed or would not need to be checked. Roads unsuitable for pedestrian traffic or cul-de-sacs were also removed from the survey due to a lack of need.

With the completion of the survey, 70 locations have been found throughout Walmer, this discounts those found during the original in 2022.

Survey Breakdown

To breakdown the numbers of locations found, council officers and a representative of the Speaking Up group combed through the raw information and categorised them into different priorities from 1-5. This is to set the information out into a simple and easy to understand way.

Currently they are broken down into the following numbers.

Priority One- 6 locations

Priority Two- 16 locations

Priority Three- 20 Locations + 1 Repair

Priority Four- 5 Locations + 4 Repair

Priority Five- 13 Locations + 4 Repair

Each priority level indicates the perceived necessity for the repairs and/or changes to each location to allow for improved movement between the two sides of the road. Priority One is considered as the most important and immediate locations or action to be taken while Priority Five are considered as helpful but not immediately necessary.

Of the locations surveyed, two were removed from the survey as unnecessary or requiring more information before a decision is made. Nine of them have been categorised as needing repairs only, these will be forwarded to Kent County Council highways for their information and request for maintenance to these crossings.

Results and Locations

Similar to the original survey, this report has several spreadsheets and maps that show the locations and requirements of each crossing. A total of 61 have been found throughout the areas of Walmer that the original survey did not include. Notes have been included alongside the photos of each location to ensure all problems found by our survey team are forwarded to Kent County Council.

Section 1:
Priority One Locations

1. Marine Road.

Marine Road currently contains pre-existing drop kerbs on the road opposite The Cedars surgery, however at the moment there are no blister paving stones in place. Additionally, members of the public routinely block these kerbs when parking making them impossible to use.



Pic 1.1



Pic 1.2

2. Junction of Gladstone and Victoria Road

This junction allows for the crossing of two roads, Gladstone Road and Victoria Road. Currently there is nothing in this location to provide accessibility, The pavements will require blister paving, repairs and drop kerbs. The corner heading towards Deal from the Walmer side is also a blind crossing due to a high wall that blocks sight from both sides.



Pic 1.3



Pic 1.4



Pic 1.5

Gladstone Road also has an ongoing problem regarding pavement parking, meaning that it is very difficult to get past even when using the road. There are also no drop kerbs along the single side pavement to allow for people to transfer on and off.



Pic 1.6

3. Junction of Canada Road and Gladstone Road

The top of Canada Road heading onto Gladstone Road has no crossing available to allow access to both sides of the road. There are no drop kerbs, or blister paving, it is also in effect a blind crossing due to the size of the buildings and fences on either side.



Pic 1.7



Pic 1.8

4. Cornwall Road

There are no suitable crossings along the length of Cornwall Road between the left- and right-hand sides of the road. The only currently available crossings are the tactile or island crossings at the far ends of the road and a small drop kerb next to an entrance to the Drill Field in use by Deal and Betteshanger Rugby Club that is not suited to wheelchair or others that require assistance.

Any crossings on this road would require necessary repairs, drop kerbs and blister paving. Most locations would also be considered as blind crossings due to parking spaces around the area.



Pic 1.9

5. Junction of Dover Road, Salisbury Road and Granville Road

This site is part of the Google maps wheelchair route from Walmer Train station to Walmer Castle and the beach. The only other crossing points are further up Dover Road to the left or down to the zebra crossing before coming back up to Granville Road. This Site would need drop kerbs and Blister Paving.



Pic 1.10

6. Bottom of St Clare Road

Located at the junction between Liverpool Road and St Clare Road, the bottom of St Clare Road is mostly impassable by wheelchair users or others with mobility issues. To make this passable, blister and drop kerbs will be required as well as repairs to the road and pavement.



Pic 1.11



Pic 1.12



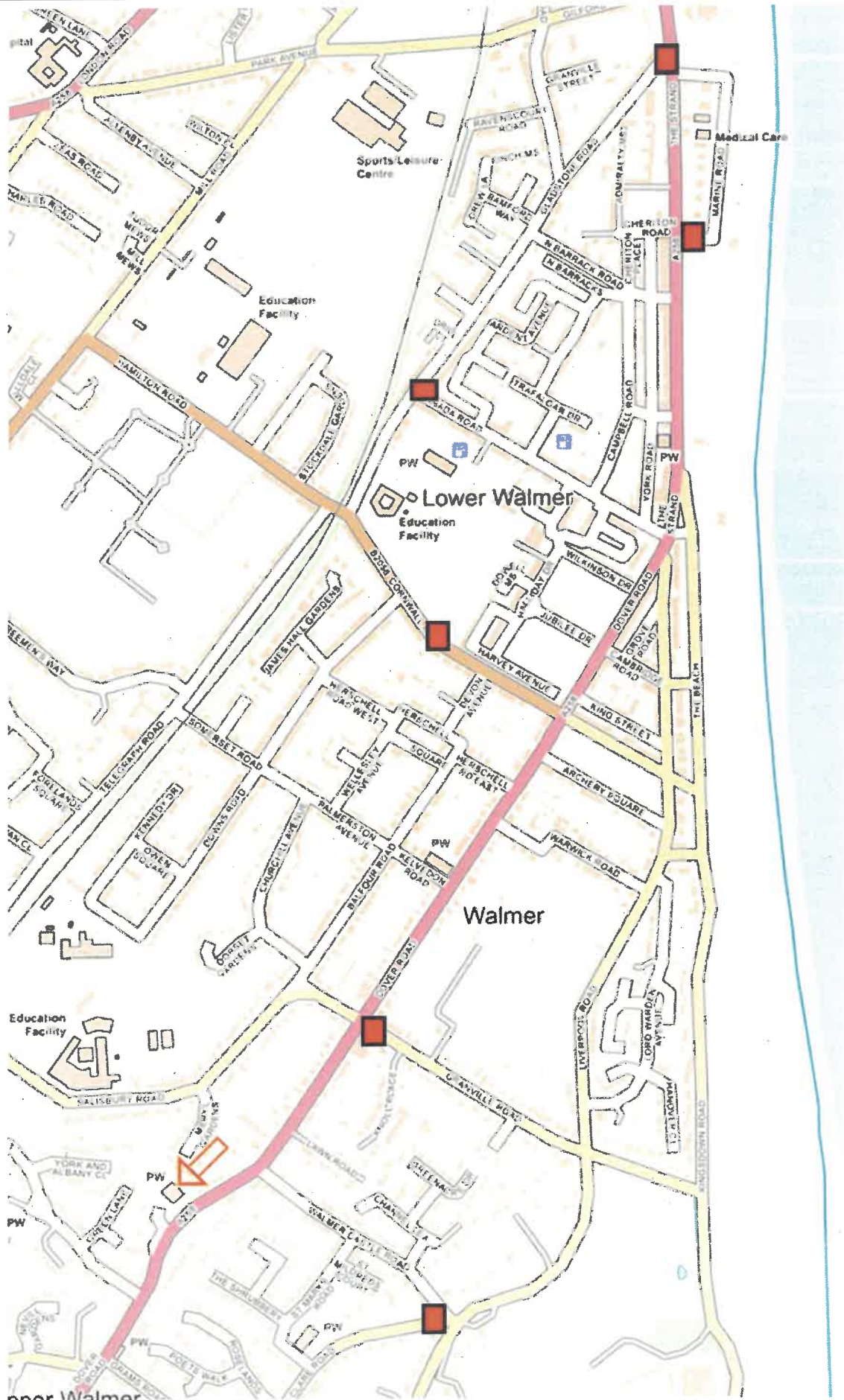
Pic 1.13

Collated Data for Priority One Locations

Location	Repairs	Blister Paving	Drop Curbs	Blind Crossing
Marine Road		x		
Junction of Gladstone and Victoria Road	x	x	x	x
Junction of Canada Road and Gladstone Road		x	x	x
Cornwall Road	x	x	x	x
Dover Road Near Salisbury Road and Granville Road		x	x	
Bottom of St Clare Road	x	x	x	

	Roads shared with other local councils
	Roads with no/insufficient crossings along entire length.

Map Of Priority One Locations



Section 2:
Priority Two Locations

1. Ravenscourt Road

The entrance into Ravenscourt Road has no way to cross between the pavements on that side of the road, there is also no crossing to the other side of Blenheim Road. It does not have Blister Paving or Drop Kerbs and may require some repairs. It could also be considered as a blind crossing due to the housing on each side.



Pic 2.1



Pic 2.2

2. Junction of Gladstone Road and North Barrack Road

Attached to the Bamford Way crossing, this area requires substantial changes, there are no drop kerbs or blister paving. The area around it would also need repairs and improvements to the parking in the area as it is in effect a blind crossing.



Pic 2.3



Pic 2.4

3. Campbell Road

The Junction of Campbell Road and Canada Road currently have drop kerbs on both sides, however both are slightly raised causing minor problems for heavier wheelchairs. There are no blister paving slabs and is also considered a blind crossing risk due to the location of housing on one side



Pic 2.5



Pic 2.6

4. York Road

There is currently no proper crossing on the Canada Road end of York Road. the kerbs are partially sunk but do not seem to be an actual dropped kerb. There is also no blister paving and requires some repairs. It is also a blind crossing risk due to the location of housing on one side.



Pic 2.7



Pic 2.8

5. Devon Avenue

The crossing on the Cornwall Road end of Devon Avenue is not suited to use for travel aids. There is no dropped kerb or blister paving. The pathway would need some minor repairs around the corners as well. It is also a blind crossing for those in wheelchairs due to the housing on either side.



Pic 2.9



Pic 2.10

6. Downs Road

The junction of Downs Road and Cornwall Road have a pair of dropped kerbs; however, both are on the very edge of the road meaning anyone using a wheelchair or other assistance will be required to step onto the main road at the edge of the crossing. A set of new kerbs further up would be safer of users; it would also require the inclusion of blister paving slabs and repairs to the kerbs. There is also a lack of a crossing from the junction to the pathway on the other side of Cornwall Road, with the closest an island at the far end. The installation of a further drop kerb and blister paving would also be an advantage here.



Pic 2.11



Pic 2.12



Pic 2.13

7. Herschell Road West

The junction of Herschell Road West and Downs Road is difficult to pass for wheelchair users; this includes the absence of blister paving or drop kerbs. There are also small repairs required. This area can also be considered as a blind crossing due to the housing on either side.



Pic 2.14



Pic 2.15



Pic 2.16

8. Junction of Churchill Avenue and Balfour Road

The junction of Churchill Avenue and Balfour Road could be considered as part of a larger area that also encompasses the junctions between Salisbury and Balfour Road. There are no crossings on these roads meaning there is no way to cross fully without using private driveways. This location would require the installation of blister paving and drop kerbs as well as some minor repairs.



Pic 2.17



Pic 2.18

9. Crossroads at Balfour Road

These crossroads include access to Balfour Road, Kelvedon Road and Palmerstone Avenue, situated between Dover Road and Downs Road. This is an important crossing for locals that may not be able to use the main roads. To make this location fully accessible would require substantial changes, all eight pathways would require the installation of drop kerbs and blister paving as well as slight repairs to the road. Certain areas of the crossroads can also be considered as a blind corner due to the housing on each road:



Pic 2.19



Pic 2.20



Pic 2.21



Pic 2.22



Pic 2.23



Pic 2.24



Pic 2.25



Pic 2.26

10. Curzon Close

The crossing at Curzon Close is in a poor state, accessibility is non-existent and will require drop kerbs, blister paving and repairs to the pavement.



Pic 2.27



Pic 2.28

11. Junction of Warwick Road and Liverpool Road

The beach side end of Warwick Road links with Liverpool Road with a single pavement on the near side, there is no crossing here meaning that anyone coming from the Kingsdown side of the road will need to find compatible driveway drop kerbs or go to the far end of the road where a crossing is to be installed. An installation would require blister paving, drop kerbs and some repairs to the pathways.



Pic 2.29



Pic 2.30

12. Corner turning on St Mary's Road

The corner turning opposite St Mary's Church has no way of crossing, two pathways join at the edge of the corner abutting the church and although there is a drop kerb on that side, there is no corresponding kerb on the other, this would mean that any attempt to cross would require pedestrians to step into the road and use nearby driveways further around the bend. This location would require a drop kerb and repairs with the possible installation of blister paving.



Pic 2.31



Pic 2.32



Pic 2.33

13. The Shrubby

There is an existing crossing at the entrance to The Shrubby, two small paths cut through the grass verges on either side, however there are no hazard of blister paving stones or drop kerbs. In addition, the area connecting the two has had some work done before but would need some repairs before being completed.



Pic 2.34



Pic 2.35

14. Junction of St Clares and Grams Road

This junction is very narrow and has some small drop kerbs, however it has no tactile or blister paving, and requires repairs to be safe to cross for wheelchairs and other users. It is also a blind corner due to the buildings on either side of the junction.



Pic 2.36



Pic 3.37

15. Blake Close

This location is a turning into a cul-de-sac that cuts through a standard pathway, both sides are high rising without drop kerbs. These would require the installation of drop kerbs and possible blister paving to warn others that there is a road ahead.



Pic 2.38



Pic 2.39

16. 301 Dover Road

This location is a small path/driveway next to 301 Dover Road with small drop kerbs that are too high up for easy movement, there are also no blister paving slabs, and some repairs would be needed to the pathway to allow crossing. It can also be considered as a blind crossing due to the buildings on either side.



Pic 2.40

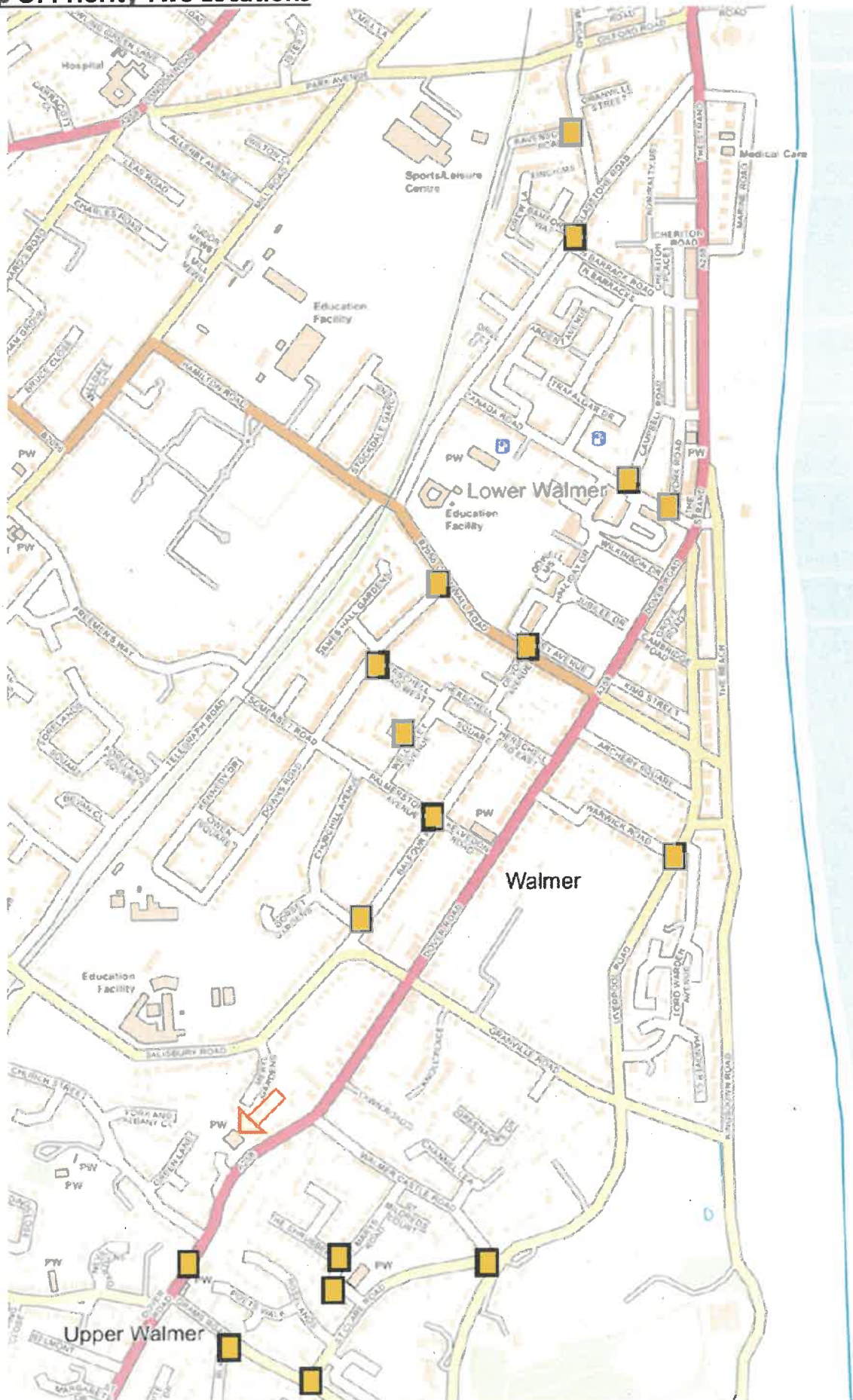


Pic 2.41

Collated Data for Priority 2 Locations

Location	Repairs	Blister Paving	Drop Curbs	Blind Crossing
Ravenscourt Road	x	x	x	x
Junction of Gladstone Road and North Barrack Road	x	x	x	X
Campbell Road		x		
York Road				
Devon Avenue	x	x	x	x
Downs Road	x	x	x	
Herschell Road West				
Junction of Churchill Avenue and Balfour Road	x	x	x	
Crossroads at Balfour Road	x	x	x	x
Curzon Close	x	x	x	
Junction of Warwick Road and Liverpool Road				
Corner turning on St Mary's Road	x	x	x	
The Shrubbery	x	x	x	
Junction of St Clares and Grams Road	x	x		x
Blake Close		x	x	
301 Dover Road	x	x	x	x

Map Of Priority Two Locations



Section 3: Priority Three Locations

1. Guilford Road

The crossing at Guilford Road joins onto Victoria Road and Deal Castle Road opposite Deal Castle, currently this location has drop kerbs that are accessible to wheelchair users. However, there is no blister paving on either side.

One side of the road is within the boundaries of Walmer while the other is within the boundaries of Deal, this may require a similar report or to inform Deal Town Council about any changes that are needed here.



Pic 3.1



Pic 3.2

2. Bamford Way

This crossing is directly connected to the Junction of North Barrack Road and Gladstone Road; it has drop kerbs on both sides but no blister paving.



Pic 3.3



Pic 3.4

3. Entrance to Drill Field

The entranceway onto the Drill Field on Canada Road currently has dropped kerbs on both sides, however there is no blister paving to indicate that there is an entranceway there.



Pic 3.5



Pic 3.6



Pic 3.7

4. Cheriton Place

There is currently no proper crossing on the edge of Cheriton Road, this location would require proper dropped kerbs to allow access as well as some repairs on the corners. In addition, the location can be considered as a blind crossing risk due to the location of housing and parking on one side.



Pic 3.8



Pic 3.9

5. James Hall Gardens

Currently the pavements at the entrance to James Hall Gardens has a pair of usable drop kerbs, however there is no blister paving evident.



Pic 3.10



Pic 3.11

6. Palmerstone Avenue

At the Downs Road end of Palmerstone Avenue, there are two drop kerbs, however there are no blister paving stones on either side.



Pic 3.12



Pic 3.13

7. Junction of Owen Square and Downs Road

At this junction there is a single lowered kerb that may be useable for access, however there is no opposing kerb on the opposite pathway. Both areas need repairs the installation of proper drop kerbs and blister paving.



Pic 3.14



Pic 3.15

8. Downs School

The area at the top of Downs Road is the location of The Downs Primary School, this area from the far side next to the parking spaces through to the exit from the school have no crossing for those in wheelchairs or other accessibility aids. To make this area fully accessible, several sets of drop kerbs and blister paving would be needed as well as some repairs to the pavements.



Pic 3.16



Pic 3.17



Pic 3.18



Pic 3.19



Pic 3.20

9. Dorset Gardens

The pathways at the crossing on Dorset Gardens are insufficient to allow ease of movement between the two sides, any future works would require the installation of drop kerbs, blister paving and some repairs.



Pic 3.20



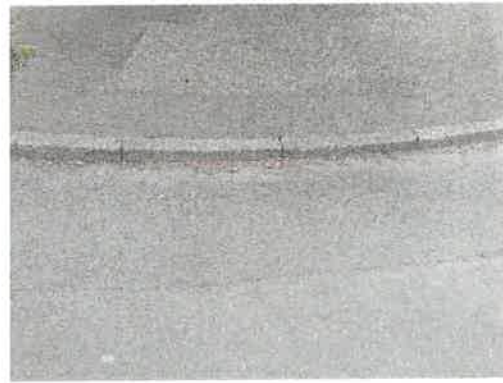
Pic 3.21

10. Junction of Palmerstone Road and Wellesley Avenue

This junction does not have sufficient crossing to allow for the movement from one side of the road to the other, there are also none at the nearest end of the road at the Balfour Road Crossroads. This means that it is difficult for those with walking aids to move between the two side, changes would require drop kerbs, blister paving and small repairs.



Pic 3.22



Pic 3.23



Pic 3.24

11. Herschell Square and associated roads

Herschell Square is a small, enclosed road connecting to five other roads at Herschell Road East, Herschell Road West, Wellesley Avenue, Devon Avenue, and Balfour Road. At the moment this area is completely devoid of proper crossings, with eleven separate pavements this is a sizeable area that is difficult to transverse. Currently the only way to cross between them are via drop kerbs on private driveways if there is one nearby, this then means that anyone trying to cross will need to travel on the road to find another driveway on the other side.

All the roads leading into the square as well as the square itself needs drop kerbs, blister paving and repairs to the pavements. There are a number of what seem to be drop kerbs or lowered kerb stones on the junction with Herschell Road West but there are insufficient for use.

Junction of Wellesley Avenue and Herschell Square



Pic 3.24



Pic 3.25

Junction of Herschell Square and Herschell Road West



Pic 3.26



Pic 3.27

Junction of Herschell Square and Devon Avenue



Pic 3.28



Pic 3.29

Junction of Herschell Square and Herschell Road East



Pic 3.30



Pic 3.31

Junction of Herschell Square and Balfour Road



Pic 3.32



Pic 3.33



Pic 3.34



Pic 3.35

12. Archery Square (North)

Similar to Herschell Square, Archery Square has no crossings between the two roads that bracket the central section. While several are being installed on the Dover Road end of the square due to the survey from 2022, the lack of any other type of crossing would mean a much longer journey to the Dover Road end and then back up to the Liverpool Road End. The pavements on either side of the central reservation are not suited to walking aids, wheelchairs or pedestrians. Improvements to accessibility would require drop kerbs, blister paving as well as some small repairs at the Liverpool end of the Square.



Pic 3.36



Pic 3.37

Archery Square (South)



Pic 3.38



Pic 3.39

13. King Street

King Street is a small road with thin pathways either side, on the Dover Road end it is very difficult to cross due to the lack of drop kerbs and the fact the paths themselves are very small. On the Liverpool Road end as below, they are much larger but are still difficult to cross with a wheelchair. In this case drop kerbs and blister paving would be required.



Pic 3.40



Pic 3.41

14. St Mildreds Court

The entrance to St Mildreds court has no proper crossing installed, while there are nearby driveways, they do not connect well which would force those crossing onto the road for short periods. There are no drop kerbs, hazard or blister paving meaning there is no safe way to cross for pedestrians.



Pic 3.42



Pic 3.43

15. Roselands

At the entrance to Roselands, there is currently a drop kerb on either side, but would require blister paving and some small repairs to the road to improve accessibility.



Pic 3.44



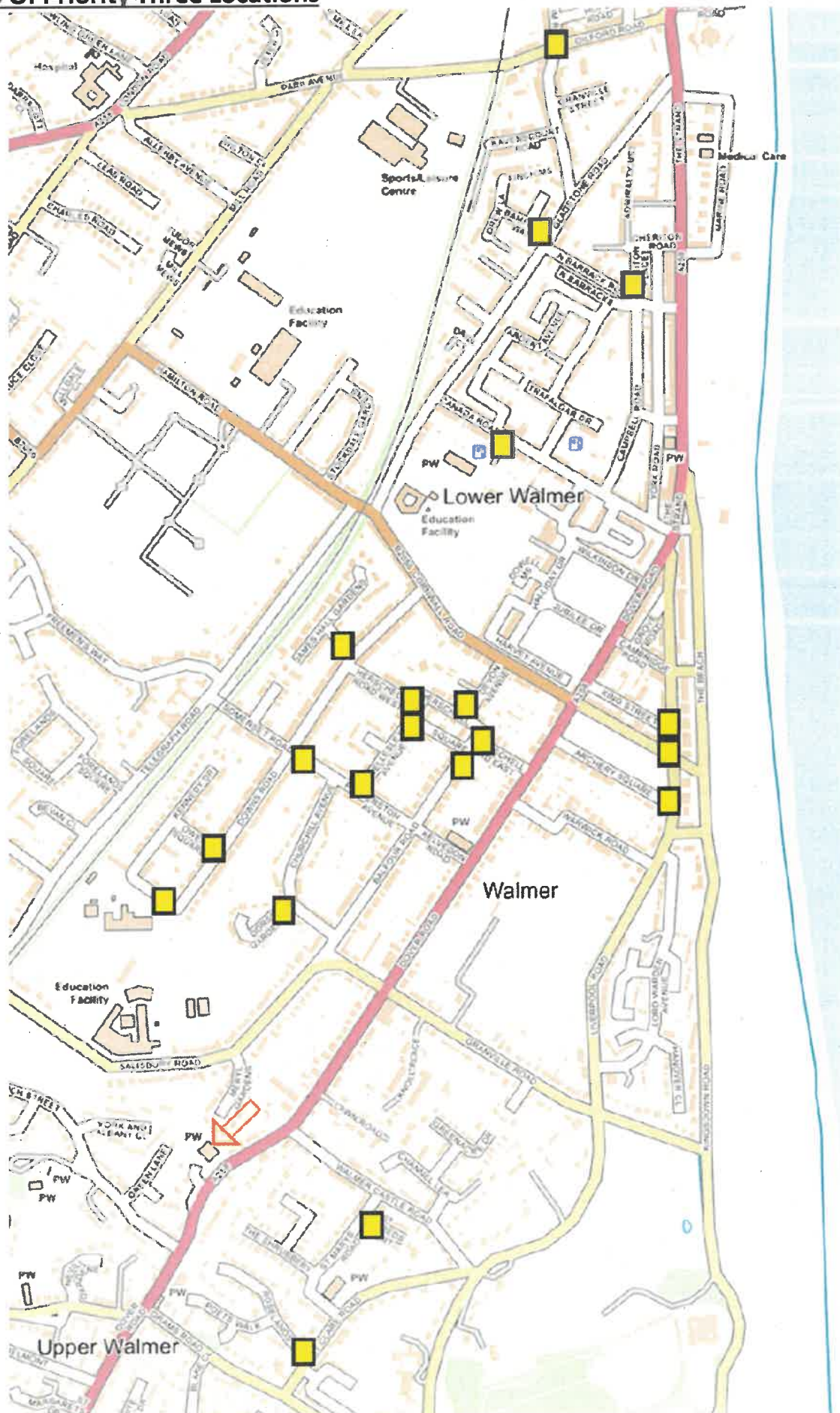
Pic 3.45

Collated Data for Priority 3 Locations

Location	Repairs	Blister Paving	Drop Curbs	Blind Crossing
Guilford Road		X		
Bamford Way		X		
Canada Road Drill Field		X	X	
Cheriton Place	X		X	X
James Hall Gardens		X		
Palmerstone Avenue		X		
Junction of Owen Square and Downs Road	X			
Downs School	X	X	X	
Dorset Gardens	X	X	X	
Junction of Palmerstone Road and Wellesley Avenue	X	X	X	
Junction of Wellesley Avenue and Herschell Square	X	X	X	
Junction of Herschell Square and Herschell Road West	X	X	X	
Junction of Herschell Square and Devon Avenue	X	X	X	
Junction of Herschell Square and Herschell Road East	X	X	X	
Junction of Herschell Square and Balfour Road	X	X	X	
Archery Square (North)	X	X	X	X
Archery Square (South)	X	X	X	
King Street	X	X	X	
St Mildred's Court	X	X	X	
Roselands	X	X		

	Roads shared with other local councils
	Roads with repairs to be forwarded to KCC Highways

Map Of Priority Three Locations



Section 4:
Priority Four Locations

1. Junction of Gladstone and Blenheim Road

This junction has several drop kerbs in place but requires blister paving on both sides of the road and some repairs to the road,



Pic 4.1



Pic 4.2



Pic 4.3

2. Blenheim Road

The Walmer End of Blenheim Road is ill suited to movement by wheelchairs, the only observable crossing on this road is a dropped kerb leading to a private driveway and several sunken kerbstones opposite that but does not seem to be an actual drop kerb. There are no other crossings anywhere along Blenheim Road except at the far end to cross over Guilford Road into Deal.



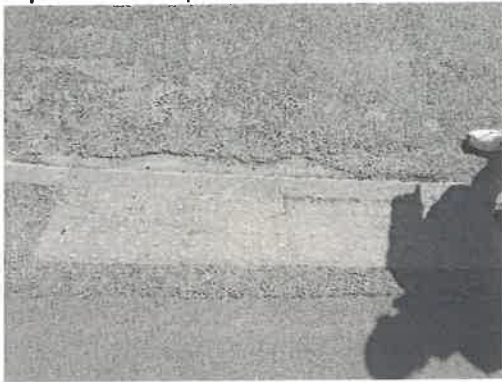
Pic 4.4



Pic 4.5

3. Junction of Gladstone Road and Canada Road

While this junction has the necessary accessibility changes, both the pavement and the road require some repairs.



Pic 4.6



Pic 4.7

4. Junction of Canada Road and The Strand

The current drop kerbs at the junction of Canada Road and The Strand are still raised too high for comfortable crossing by wheelchairs, possibly causing damage to wheelchairs as they pass over. Repairs and replacement kerbstones would be necessary for changes to be made.



Pic 4.8



Pic 4.9

5. Junction of North Barrack and York Road

The junction of North Barrack Road and York Road has a pair of dropped kerbs; however, both are on the very edge of the road meaning anyone using a wheelchair or other assistance will need to go into the road at the very edge of the crossing. New kerbs further up would be preferable, plus the inclusion of blister paving and repairs to the kerbs. There is also a problem with vehicles parking in front of or on the path near the drop kerbs.



Pic 4.10



Pic 4.11

6. Junction of Palmerstone Avenue and Churchill Avenue

This junction has small and insufficient drop kerbs that have already been installed; however, they would not allow for wheelchairs to cross comfortably. A new crossing would require new drop kerbs, blister paving and repairs to the pathways. The area can also be considered a blind crossing due to garden walls and foliage.



Pic 4.12



Pic 4.13

7. Junction of The Strand and Dover Road

Opposite Canada Road there is a small throughway to allow traffic to move to and from The Strand and The Beach. While there are crossings onto the island on both sides, there is none from the Island onto Dover Road. As this is the location of a bus stop as well as part of the main pathway down to Dover Road, a crossing would be beneficial. This would include the addition of drop kerbs, and blister paving.



Pic 4.14



Pic 4.15

8. OverGlen – St Marys Road.

This location is a private driveway that cuts through a standard pathway, both sides are high rising without drop kerbs. A crossing would require the installation of drop kerbs and repairs to the pavement where possible at the very least as well as blister paving to warn others that there is a driveway ahead.



Pic 4.16



Pic 4.17

9. White Acre Drive

The crossing at the end of White Acre Drive is a smaller, less built-up pathway, it is in good condition and would not need repairs before use. However, there are no accessibility additions, this means that any crossing will require drop kerbs and blister paving.



Pic 4.18



Pic 4.19

10. Court Road

The top of Court Road is a junction between Court Road, Salisbury Road and St Richards Road, this makes it an important throughway between Walmer and Deal as well as through to Dover Road a Walmer Train Station. Next to this junction is a traffic island used as a bust stop and a stopping/parking area for vehicles. Currently there is a single crossing at this end of the road with drop kerbs and blister paving.

There are no other safe crossing areas between the two sides of the road or between either road or the island, this may be to the detriment of those attempting to board a bus. Crossings between the island and the pathways would assist those that want to use both the island and the pavements. Any additions would require blister paving, drop kerbs and repairs to the island and pavements, this area is in use on a regular basis and therefore these additions would be helpful to all members of the public.



Pic 4.20



Pic 4.21



Pic 4.22



Pic 4.23



Pic 4.24



Pic 4.25



Pic 4.26



Pic 4.27

11. Granville Road and Knoll Place

The crossing of Granville Road and Knoll Place sits close to the entrance to Granville Road from Dover Road. It is in good condition and would not need repairs before use. There are some lowered kerbs that may or may not have been an earlier attempt at accessibility improvements. However, to use the location fully means that it will require drop kerbs and blister paving.



Pic 4.28



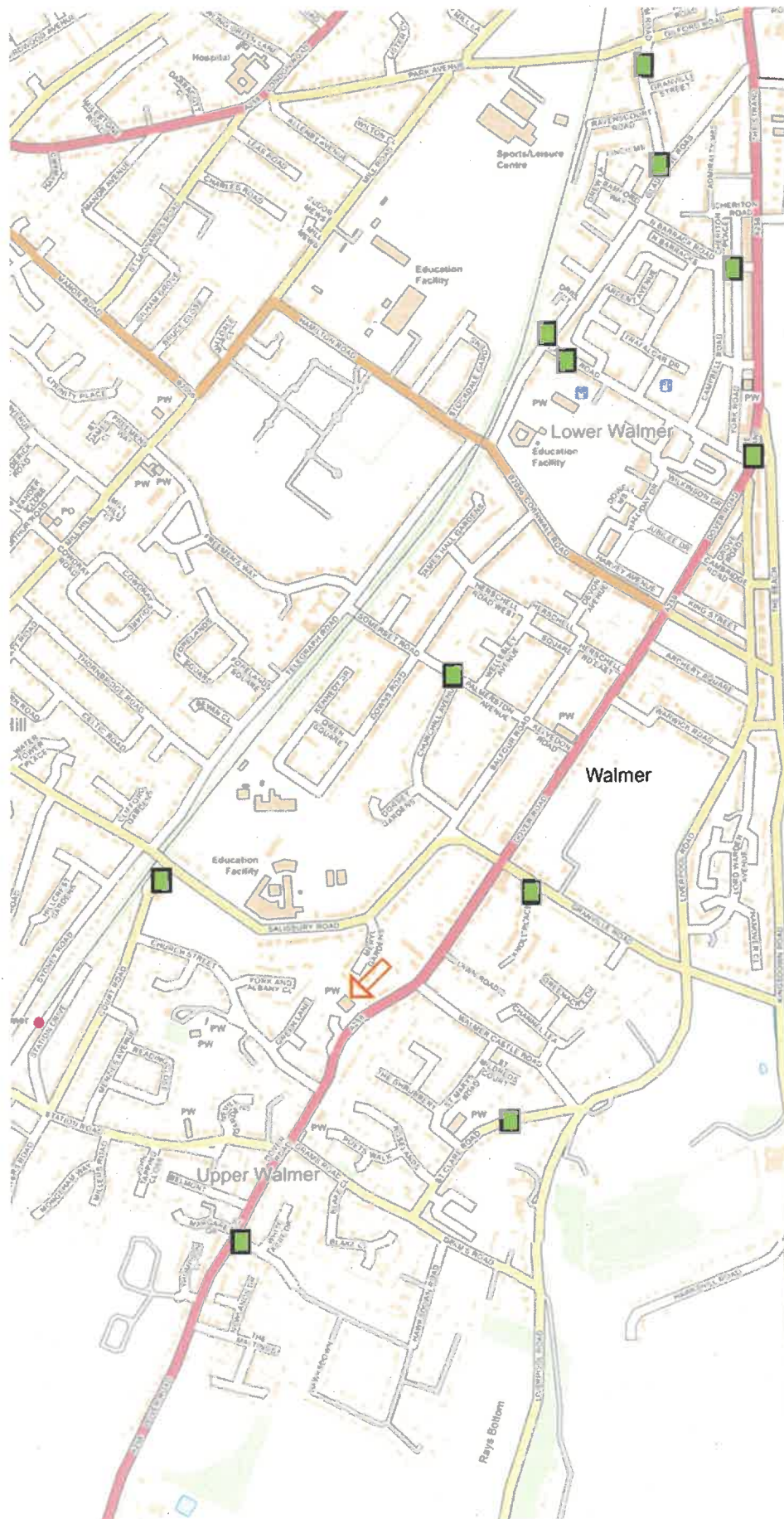
Pic 4.29

Collated Data for Priority 4 Locations

Location	Repairs	Blister Paving	Drop Curbs	Blind Crossing
Junction of Gladstone and Blenheim Road		X	X	
Blenheim Road	X	X	X	
Junction of Gladstone Road and Canada Road	X			
Junction of Canada Road and The Strand				
Junction of North Barrack and York Road	X	X	X	
Junction of Palmerstone Avenue and Churchill Avenue				
Junction of The Strand and Dover Road		X	X	
Overglan		X	X	
White Acre Drive	X	X	X	
Court Road	X	X	X	
Granville Road and Knoll Place		X	X	

	Roads with no/insufficient crossings along entire length.
	Roads with repairs to be forwarded to KCC Highways

Map Of Priority Four Locations



Section 5:
Priority Five Locations

1. Path outside 120 Blenheim Road

This part of the pathway on Blenheim Road is in serious need of repairs and/or relaying, the entranceway continues into a private driveway. However, this crossing is insufficient for decent wheelchair access across the two sides.



Pic 5.1

2. Granville Street

The crossing here is in a bad state, the drop kerbs were installed quite some time ago and have deteriorated. During an attempt to cross the road, a smaller electric wheelchair was bogged down. First by the footrest preventing the wheelchair from gaining purchase on the road; then due to the broken kerbstones it was unable to gain purchase. While there are drop kerbs, the crossing requires repairs or replacement, and blister paving.



Pic 5.2



Pic 5.3



Pic 5.4



Pic 5.5



Pic 5.6

3. Gladstone Road Nos 100-120

The turning into this road lowers to allow entry to vehicles however there is no blister paving to warn that there is a road.



Pic 5.7

4. Woodstock Road

The turning into the road has a set of drop kerbs allowing crossing however there is no blister paving as a warning.



Pic 5.8



Pic 5.9

5. Trafalgar Drive

The existing crossing at Trafalgar Drive needs some minor repairs only.



Pic 5.10



Pic 5.11

6. Cavalry Barracks

The turning into the Cavalry Barracks development has drop kerbs on either side of the entrance, it is also a blind crossing due to the way the kerbs are situated.



Pic 5.12



Pic 5.13

7. Somerset Road

Somerset Road has drop kerbs that require some maintenance and lowering, there are also no blister paving stones on either side.



Pic 5.14



Pic 5.15

8. Owen Square Estate 1

The two small estates on Owen Square have no proper crossings, nor any way to cross over between the two sides of the road. Both would require some repairs to the two entranceways, as well as the installation of blister paving on all pathways.



Pic 5.16



Pic 5.17

Owen Square Estate 2



Pic 5.18



Pic 5.19

9. Junction of Kennedy Drive and Owen Square

This junction makes crossing very difficult for those in wheelchairs and other aids, there are no drop kerbs, or blister slabs. Some repairs would also be needed to this area of the road to ensure it stays safe for crossing.



Pic 5.20



Pic 5.21

10. Crossroads at Cambridge Road

The junction at Cambridge Road crosses with Liverpool Road and is a smaller area with narrow pavements on most sides, it is difficult to cross here between the eight pavements. Accessibility improvements will require drop kerbs, lister paving as well as some small repairs. Several of the pavement ends can also be considered as blind crossings due to the housing built up on all sides.



Pic 5.22



Pic 5.23



Pic 5.24



Pic 5.25



Pic 5.26

11. Junction of St Clare Road and St Mary's Road

This junction is at the turning to St Mary's Church, currently there are no drop kerbs or hazard or blister paving on any of the three pathways at this junction. Any new crossings would also require repairs to the road on either side.



Pic 5.27



Pic 5.28



Pic 5.29



Pic 5.30

12. Junction of St Mary's Road and Walmer Castle Road

This junction is at the turning into St Mary's Road from Walmer Castle Road, currently there are no drop kerbs or hazard or blister paving on any of the pathways at this junction. Any new crossings would require repairs to the road on either side.



Pic 5.31



Pic 5.32

13. Trinity Homes

This location is a private driveway that cuts through a standard pathway, both sides have rising stones without drop kerbs. These would require the installation of drop kerbs and repairs to the road at the very least, as well as blister paving to warn others that there is a driveway ahead.



Pic 5.33



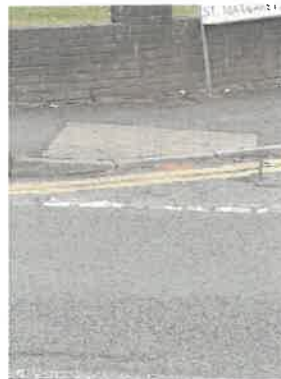
Pic 5.34

14. St Margaret's Drive

St Margaret's Drive has drop kerbs and blister paving in place, however the kerb stones as shown are too high for wheelchairs to comfortably move across. Both sets of stones need some minimal repairs.



Pic 5.35



Pic 5.36

15. Hawksdown Road

The Dover Road entrance to Hawksdown has drop kerbs and blister paving, however due to age/use both sets of stones need some minimal repairs.



Pic 5.37



Pic 5.38

16. Dover Road

From the traffic lights at the crossing on Dover Road in Upper Walmer near to the local shops, to a single island crossing towards the top of Dover Road, there are no crossings available for either able bodied or disabled. As shown in Pic 3.4 and 5.35 there are a pair of barriers protecting the entrance/exists to alleyways off the main road, to either side where may be places that would allow for a crossing to be installed. This will include drop kerbs, blister paving and some small repairs to the pavements.



Pic 5.39



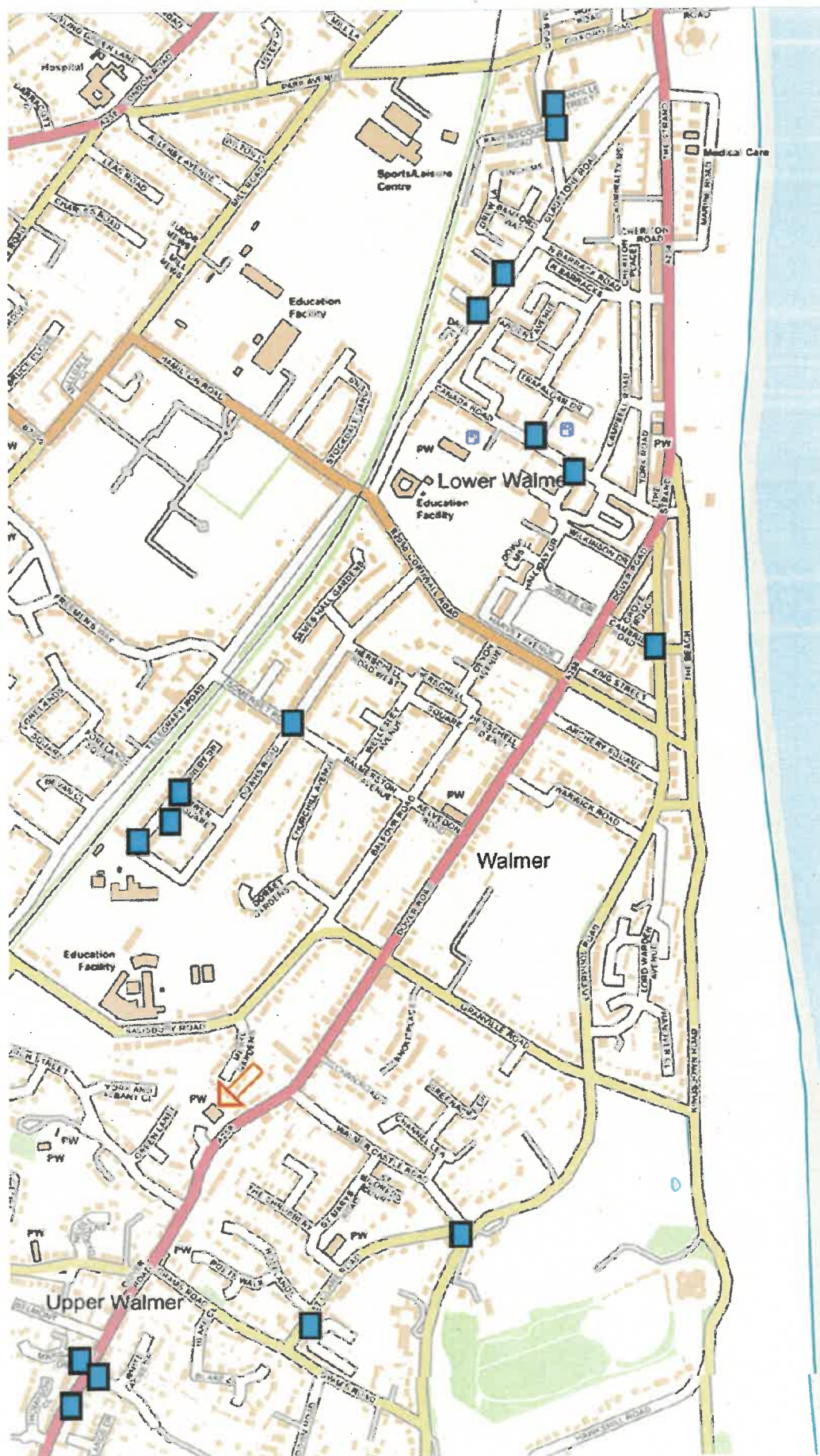
Pic 5.40

Collated Data for Priority 5 Locations

Location	Repairs	Blister Paving	Drop Curbs	Blind Crossing
Path outside 120 Blenheim Road	x			
Granville Street	x	x		
Gladstone Road Nos 100-120	x	x		
Woodstock Road	x	x		
Trafalgar Drive	x			
Cavalry Barracks		x		x
Somerset Road	x	x	x	
Owen Square Estate 1				
Owen Square Estate 2				
Junction of Kennedy Drive and Owen Square				
Crossroads at Cambridge Road	x	x	x	x
Junction of St Clare Road and St Mary's Road		x	x	
Junction of St Mary's Road and Walmer Castle Road				
Trinity Homes	x	x	x	
St Margaret's Drive	x			
Hawksdown Road	x			
Dover Road	x	x	x	

 Roads with repairs to be forwarded to KCC Highways

Map Of Priority Five Locations



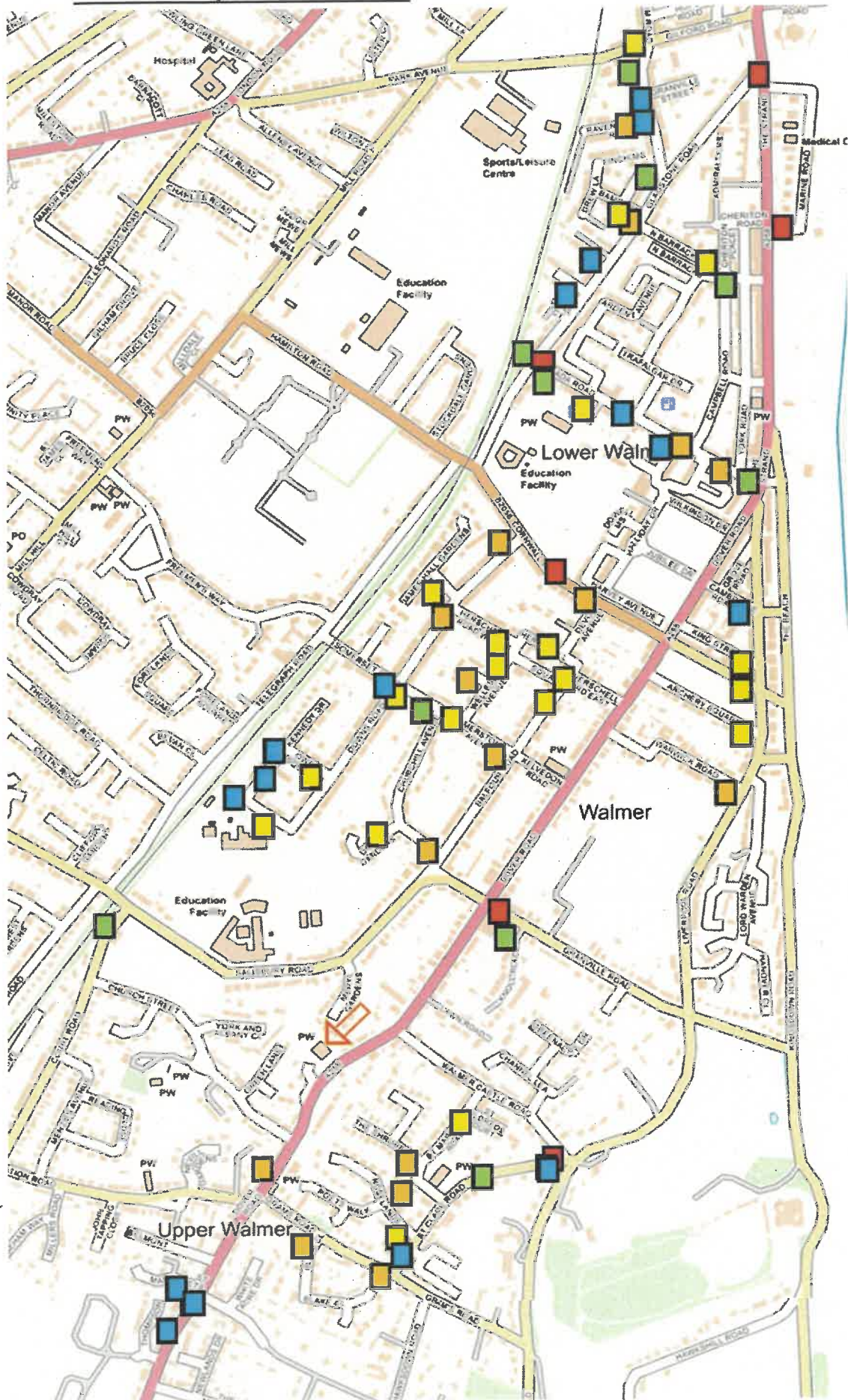
Conclusion

As an older town, Walmer is not laid out for disabled accessibility, with many older streets originally built as pathways between houses and not as the roads they are now. With most pavements and roads ill-suited to wheelchairs and other mobility aids, this is more apparent in Lower Walmer, few roads have proper crossing within the smaller roads while other main roads have slowly been receiving them over time.

Newer developments have usually included accessibility improvements in the area, with crossings now available in more areas of Middle and Upper Walmer. However, these same areas have also limited crossings due to the age of the original construction in the 19th and 20th Centuries, as with Lower Walmer many of these smaller, more residential roads are more difficult to get through than those along main roads and newer housing.

Every part of Walmer needs the expansion of the accessibility network across the town, it is virtually impossible for those with wheelchair or other aids to get from one end to the other without going out of their way to find a crossing. While the beachfront allows for pedestrians to travel along the length of Walmer it is also virtually impossible to cross from that side to the others.

Collated Map of all Locations



Priority	
1	Red
2	Yellow
3	Green
4	Dark Green
5	Blue



Item: Tree planting Scheme

Date: 14 Sept 2026

Meeting: Sept Amenities and Environment

From: Climate Emergency Working Group

Recommendation from the Climate Emergency Working Group.

That fruit trees be offered to Walmer residents or community groups with suitable spaces for planting at a subsidised price during the 2026/27 winter tree planting season.

It is recommended that WTC publicise from 1st Oct 2026 an offer of fruit trees for front gardens in Walmer, at a cost to the resident of £5 per tree to applicants who apply between 1st Oct 2026 to 31st December 2026. The price, supply, and storing of bare root trees until ready for delivery to applicants between 14 Jan 2027 and 15 February 2027 was discussed. Youngs Nurseries are keen on organic growing, avoiding chemical pesticides and are thus compliant with WTC policies. £550 was agreed in the CEWG 2026/27 budget for this project.

Youngs Nurseries said they can provide a bare-rooted fruit tree, with stake, tree tie, feed and planting guide for a total cost of £15 a piece including VAT. So the budget of £550 would cover approximately 36 fruit tree saplings. WTC already have an account with Youngs Nurseries / Deal Garden Centre. Timing is key with bare-rooted fruit tree saplings Youngs Nursery advises, so Youngs will want to start delivering to residents in mid-January 2027 and have deliveries finished by mid-February.

This initiative is designed to improve biodiversity, air quality and community engagement. We believe the Walmer community is keen on environmental responsibility and local beautification. We hope and expect that there will be uptake for this offer in all sections of Walmer.

Trees would be limited to one per household initially.

As part of our on-going commitment to sustainability, Walmer Town Council should follow up with participants in April and August 2027 to check on the progress of the trees which will need to be watered in heatwaves and times of drought.

This WTC initiative is a scaled-down version of the project of Ramsgate Town Council who offered fruit trees for front gardens in the winters of 2024/5 and 2025/6 which had good uptake (75 applications in 2024/25 and 119 applications for the second 2025/26 round so Ramsgate has 194 fruit trees planted so far offering urban shade, fruit, beauty and cleaner air) and is described as 'a resounding success'. RTC are happy to share their experience with WTC.



Item: Budget.

Date: 14/09/26.

Meeting: September 2025 Amenities and Environment.

From: Roland Aldred.

Attached is a table of the projected budget requirements for 2027/28.

At this stage the Committee can only make a recommendation to Finance and General purposes to accept a budget. Finance and General purposes will make a final recommendation to Full Council where the full budget must be agreed.

Allotments

All items held from previous year.

Land Management

All items held expect Outdoor Gym, increase to cover some planting costs on section between promenade and gym. This covers leasing and safety checks required.

Projects and Activities

DDC toilets – Likely to see increases as contract term expires a new contract is to be put out to tender.

Publicity and promotion

Reduced to £0 and balance from 2026/27 to be moved to reserves giving £2000 for replacements or repairs in reserve. Noticeboards are quite old and repairs or total replacement is likely to be required within 5 years.

Stony Path

Stony path – £15000 in reserve to move project forward once ownership is attained. To continue to clear a £2200 budget allowing for inflation is proposed.

Planting

Amended to be planting rather than tree planting, still issues identifying areas suitable where infrastructure does not prevent this.

CEWG budget

Beebombs – To continue offer for a second year at same cost.

Thermal Camera – Cost for recalibration required yearly.

Swift Boxes - To continue offer for a second year at same cost.

Seawater testing kits – small increase of £40 due to inflation.

Walmer against plastic – stickers purchased no required budget for 2026/27

Tree purchase – To continue offer for a second year at same cost.

Green Grants – To continue to offer Grants for projects.

Members to decide

Amenities and Environment

Heading	Sub heading	2025/26	2026/27			2027/2		Comments
		Actuals	Current YTD	Expected for *balance of year	Total	Budget	Proposed Budget	
Allotments	Campbell Road	£313.33	£132.00	£632.00	£764.00	£1,000.00	£1,000.00	£0.00
	Utilities	£916.50	£287.00	£861.00	£1,148.00	£2,000.00	£2,000.00	£0.00
	Refunds	£200.00	£300.00	£200.00	£500.00	£300.00	£300.00	£0.00
Land Management	Drill Field	£3,989.03	£0.00	£1,500.00	£1,500.00	£2,500.00	£2,500.00	£0.00
	Outdoor Gym (operating)	£0.00	£3,330.83	£4,000.00	£7,330.83	£4,000.00	£4,500.00	£0.00
	Emergency works (trees, hedges ect)	£0.00	£0.00	£0.00	£0.00	£2,000.00	£2,000.00	
Projects and Activities	A&E (highways improvements)	£7,000.00	£14.00	£2,000.00	£2,014.00	£8,000.00	£8,000.00	£10,000.00 Move all existing remaining budget in to reserves
	Historic Walk	£0.00	£0.00	£0.00	£0.00	£1,000.00	£0.00	£0.00 Move to reserves no further budget to be allocated
	Outdoor Gym (cap ex for project)	£437.75	£3,330.83	£124,830.83	£128,161.66	£40,000*	£0.00	£44,000.00 Balance of reserves plus budget for 2026/27 spent. No further capital spend required
	DDC Toilets	£24,435.16	£0.00	£27,000.00	£27,000.00	£27,000.00	£30,000.00	£0.00 Likely to see increase as contract is to be re tendered
								Move current to reserve allows £2000 for replacements as required, no further budget required
Publicity and Promotion	Noticeboard refurbishment	£336.00	£0.00	£0.00	£0.00	£336.00	£0.00	£1,664.00 required
Stony Path	Project	£525.00	£1,275.00	£700.00	£1,975.00	£2,000.00	£2,200.00	£15,000.00
Planting	Planting	£0.00	£0.00	£2,000.00	£2,000.00	£2,000.00	£2,000.00	£0.00
Total		£38,152.77	£8,669.66	£163,723.83	£172,393.49	£92,136.00	£54,500.00	£70,664.00
*increased in year to £84500 to allow for Grant of £15,000 and to move from general reserves money to complete project								

*increased in year to £84500 to allow for Grant of £15,000 and to move from general reserves money to complete project

Heading	Sub heading	26/27 Current			27/28 proposed		
		Current YTD	Projected Year Spend	Budget	Budget	Notes	
Climate emergency	Beebombs	£0.00	£0.00	£450.00	£0.00	Request to move 26/27 money to reserves	
	Thermal Camera	£0.00	£103.50	£150.00	£150.00		
	Swift boxes	£0.00	£100.00	£100.00	£0.00	Request to move 26/27 money to reserves	
	Water Refill Stations	£937.00	£937.00	£0.00	£0.00	£3500 In reserves	
	Water testing kits	£840.00	£840.00	£840.00	£900.00		
	Walmer against plastic - stickers	£0.00	£0.00	£0.00	£50.00		
	Tree donation project	£0.00	£550.00	£550.00	£550.00		
	Churchill Avenue	£0.00	£0.00	£1,600.00	£0.00	Request to move 26/27 money to reserves	
	Green Grants	£500.00	£1,500.00	£1,500.00	£1,500.00		
	Total		£2,277.00	£4,030.50	£5,190.00	£3,150.00	