

## **Howgate/ Distington Partnership**

### **Community Plan 2009**

#### **1 Introduction**

- 1.1 In the early part of 2001, a steering group was formed from members of the three parishes who make up the old county council division of Howgate. The parishes are Lowca Moresby and Parton. They worked with Voluntary Action Cumbria now known as Action with Communities in Cumbria (ACT) under the Countryside Agency Vital Villages programme and received grant aid from that body. The result was the Howgate Ward Plan published in 2003.
- 1.2 In 2004, the Parish Council at Distington took a decision to produce what they described as a Development and Action Plan. A group was formed which met on a monthly basis through 2004. In addition to parish councillors, the local Vicar, the head teacher of the Distington Community School and the leader of the club for young people in Distington were members of the group. In 2005 they published this plan to cover the period 2005 to 2010. They were assisted by ACT and grant aid was obtained from the Vital Villages fund.
- 1.3 Both documents can be viewed and downloaded from the ACT website ([www.cumbriaaction.org.uk](http://www.cumbriaaction.org.uk)) following the links to Community Plans.

## **2 Progress of the Groups**

- 2.1 The Howgate Steering Group resolved to meet on a quarterly basis to progress matters included in the Action Plan and to produce a newsletter. An annual report has been produced each year and presented to the three Parish Councils.
- 2.2 Following the publication of the Distington plan there was rather a lull and a number of those involved in the publication of the plan have moved on.
- 2.3 At the March 2006 meeting, the Howgate Steering Group were joined by the Chairman of the Distington Parish Council, who has attended subsequent meetings and in March 2008 the Chairmen of the four Parish Councils signed a Memorandum of Understanding agreeing to work together on common issues.
- 2.4 Before looking at the Action Plans and reviewing the last six years, the current position 18 months after the signing of the Memorandum of Understanding should be noted. In 2007, the principal authorities of Cumbria County Council, Allerdale Borough Council and Copeland Borough Council through the Local Strategic Partnership for West Cumbria (LSP) produced their strategy for sustainable communities in West Cumbria in a document titled 'Future Generations'. The LSP, having consulted, had in that document divided the whole area into ten localities. Five were in Copeland and one covers the town of Whitehaven and its outlying areas including the four parishes that this community plan covers. Whilst Whitehaven is of itself an urban community the four parishes are predominately rural and face quite distinct issues.
- 2.5 Future Generations envisaged each of the ten localities developing its own locality plan and operating through the locality's own local partnership arrangements. The Howgate/Distington Partnership saw problems with this approach given that the remainder of the Whitehaven locality was unparished and very little progress had been made to bring the various communities together.
- 2.6 The Partnership believed that a sensible route to take would be to allow the four parishes to take a semi autonomous position as a sub group with its own Locality Board. The area covered is quite discrete with one county Councillor for the full area and four district Councillors covering the area, but no other. There is a slight overlap with the Police Community Officers.
- 2.7 Those issues above have been acknowledged by the two authorities, Cumbria County Council and Copeland Borough Council that cover the area. It is now proposed that the North West Copeland area shall at least in the medium term be seen as a sub-locality in its own right and make governance arrangements on that basis. (Section 8 deals with this issue in more detail.) In March 2010, the Parishes, Copeland Borough Council and Cumbria County Council formally signed an agreement to work together as the Howgate/Distington Partnership and pursue the actions outlined in this Plan.

### **3 Progress with the two Action Plans**

- 3.1 Not all the action points from the two plans have reached a satisfactory conclusion, but there have been some notable successes.
- 3.2 At Moresby Parks major work has been undertaken on the Back Lanes bringing them to adoptable standards and those roads have now have been adopted by the County Highway Authority. This issue was highlighted in the Ward Plan as being, so far as residents of that village were concerned, the most important matter. The Parish Plan was used to show community concerns and a major funder the Coalfields Regeneration Trust provided grant aid well in excess of £100k.
- 3.3 With the assistance of Cumbria Waste Management Environment Trust (CWMET) and support from the District Council and the Parish Councils, an infield footpath was built allowing pedestrians safe walking from the main road to St Bridget's Church and beyond to Lowca. This issue had been highlighted in the Ward Plan. The DEFRA publication 'Ways to Tackle Climate Change' provided national publicity by including an article in the section 'making life easier for pedestrians'.
- 3.4 Again with the assistance of CWMET an area of Parton, which had laid waste for years was improved. The area was cleared and a small car park built surrounded by a grassed area.
- 3.5 Concern was expressed about public transport during evenings and weekends, and improvements to the service to Lowca have been made. The Steering Group did some lobbying in this regard and would not seek to claim that it was the Ward Plan that made the difference, but that document added to the arguments put forward (see 3.16.) (The timetable was implemented after the review).
- 3.6 There have been some notable failures. The wish for an outreach Community Development Centre, which may have led to employment initiatives, has not been met and the problem of access to health services has been made worse by the ending of the scheme whereby a doctor from the Distington surgery held consultations in Moresby Parks twice each week. There are now no GP facilities within the Howgate ward.
- 3.7 The Distington Plan highlighted the need to improve policing within the parish and to retain a local officer. As a result the Distington Rural Safety Group was formed and funding obtained to install a CCTV camera in a particular problem area. The action point to reduce crime and anti social behaviour has been tackled in this way with some success; the group liaises with all organisations in the village and through them with the residents.
- 3.8 The Distington in Bloom Group was formed in 2005 and they have worked very hard and some of the concerns expressed in the consultation phase of the Parish Plan and which translated into action points have been met by this group. The group have gained awards in both Cumbria and Copeland in Bloom every year and each year the award has been at a higher level than before.

- 3.9 It is worthwhile noting that the two action points described above are linked, in that whilst a number of areas have been planted and there has been an increase in hanging baskets and tubs throughout the community, there has been very little vandalism directed towards this work and the action of the Group has resulted in individual householders improving their own gardens.
- 3.10 Both plans highlighted the problem of the A595 trunk road passing through or close to all four villages and issues that arose. The Department for Transport undertook a major scheme beginning in January 2007, which was completed in March 2009 that has taken traffic away from Howgate within the Moresby parish and much of Distington. Traffic through Distington has proved to have reduced traffic dramatically and made the crossing of the old A595 now the B5306 much easier.
- 3.11 There remain a number of issues, which are described later in the plan that the A595 improvement scheme has done nothing to improve.
- 3.12 Some of the issues concerning the visual impact of litter, dog waste, scrap cars and general reports of untidiness were raised in the original questionnaires from both Howgate and Distington. They remain a cause for concern, but in part there has been an improvement with the local community, in Parton's case through the North Copeland Youth Partnership, undertaking regular litter picks both in the village itself and on the foreshore.
- 3.13 The Howgate Plan raised the issue of activities for young people and whilst great strides have been taken with a really active youth club in Parton, the problem in Moresby and Lowca will need further attention. The Distington Club for Young People continues to thrive.
- 3.14 There have been spin offs from the plan that were never envisaged at the time. The Hadrian's Wall partnership made contact with the group primarily because Moresby Roman Fort is within the parish of Parton and as a result their workers held a 'Roman Activities Day' and the group contributed to the publication 'Walking in Hadrian's Wall Country with a circular walk from Whitehaven to the site of the fort.
- 3.15 As with the Howgate Plan, the Distington Plan action points have not all been capable of implementation and at Pica the back lanes remain in a poor state, with very little local community interest.
- 3.16 A review of the action points in both plans was undertaken in May 2008 and annexed is the report produced.

## 4 Further Consultation

- 4.1 At a Partnership meeting in 2008, it was agreed that a limited consultation with residents in all four parishes would be undertaken. The aim was to see whether issues that had been raised in the original questionnaire remained of concern. Only three questions were asked:
- Question 1 asked what areas/issues should the partnership concentrate upon and respondents were asked to choose three from a list of nine;
  - Question 2 asked respondents to raise any other issue that they considered of importance, and
  - Question 3 asked how they thought the parish precept should be used.
- 4.2 It was felt rather than aiming to capture responses from all residents in each parish a sample of about 100 would provide a flavour reflecting the main concerns. In the event, whilst more than 100 questionnaires were returned from the three parishes that made up the Howgate ward, much fewer were received from the Distington parish.

## 5 The Analysis

- 5.1 In order to understand the tables and the percentage figure the number of questionnaires returned from each parish is given below:

Distington	Lowca	Moresby	Parton
20	107	126	116

- 5.2 The figure in brackets following the number is the percentage of responses that ticked the particular question. To illustrate the point in Parton 116 questionnaires were returned and 58 marked activities for young people, i.e. 50%.

- 5.3 In each table the number of responses is given with any comments that seem appropriate from either question 2 or 3. The questions and responses are set out in the same order as they were asked on the form.

- 5.4 The question was 'What of the following should we concentrate upon?'

- 5.5 Activities for young people:

Distington	Lowca	Moresby	Parton
8 (40%)	68 (63.6%)	64 (50.8%)	58 (50%)

- 5.6 There are permanent youth club facilities in both Parton and Distington with only outreach facilities in Moresby and Lowca. This is reflected in comments at question 2 and 3 particularly, so from Lowca and Moresby where the comment '*develop a youth club*' encapsulates a number of similar comments.

- 5.7 Public Transport Improvements:

Distington	Lowca	Moresby	Parton
0 (0%)	24 (22.4%)	30 (23.8%)	18 (15.5%)

5.8 Distington and Parton are both on the main Whitehaven to Workington Stagecoach (the firm not the vehicle) route and Parton also benefits from a railway station. The Lowca service has improved in recent times, but Moresby continues to be poorly served. Residents do not seem to consider this a priority, although concerns about the cavalier manner in which the drivers deal with requests to stop (there are no bus stops in Moresby Parks) are frequently heard. Four comments were received from Lowca. They included one requesting a direct Lowca Workington bus, one asking for an improved service, one asking for a bus stop to be re-sited and one complaining about speeding buses. Otherwise only one comment has been recorded, which was a request for a bus shelter primarily for school children at Parton. Problems have subsequently emerged in both Lowca and Parton. Route 3 has been re-routed to meet an amended timetable. The community unit at the county council's office at Cleator Moor have taken this matter up and arranged meetings with the operator.

5.9 Tidying up and smartening the appearance of the area:

Distington	Lowca	Moresby	Parton
6 (30%)	58 (54.2%)	45 (35.7%)	73 (62.9%)

5.10 This is an issue which clearly concerns residents, although it is noticeable that in Distington with the Distington in Bloom group and in Moresby where a Parish Councillor has taken it upon himself to make a difference, the numbers raising this issue are noticeably fewer than at Lowca or Parton. A small number of Distington residents suggested that the precept should be used to keep the churchyard and the war memorial in good shape. Lowca residents raised the issue of grass verge cutting and the need for flower tubs/plants/flower baskets at the entrance to the village. Only one comment on this issue was raised by a Moresby resident asking for precept money to be spent on floral displays. There were general comments about the need to keep the village and the foreshore tidy from Parton people, but more than one comment related to the gardens in private houses, which were particularly untidy.

5.11 Tackling rubbish problems dog fouling and recycling facilities:

Distington	Lowca	Moresby	Parton
15 (75%)	54 (50.5%)	85 (67.5%)	68 (58.6%)

5.12 This issue is of concern and more than half of all respondents mentioned this particular matter. Comments about dog fouling and litter left in the villages were made in each set of questionnaires. The Parton Youth Leader has organised a number of litter picks in the village and on the foreshore, but it remains a major concern. Reference is made to the need for more bins and in Distington the cycleway was mentioned. Doorstep recycling collections were mentioned as being lacking in Moresby. The foreshore at Parton was seen as a particularly rubbish littered area.

5.13 Work to improve public footpaths in the area:

Distington	Lowca	Moresby	Parton
(25%)	32 (29.9%)	38 (30.2%)	25 (21.6%)

5.14 Although the numbers mentioning this issue were less than 30%, the problems associated with footpaths attracted a number of comments. Mention was made of blocked footpaths, a particular footpath that was overgrown around Vale View Lowca

was raised by a number of residents. Drainage problems on the footpaths were highlighted in Moresby. Difficulties with access to the foreshore and for people using it with push chairs at Parton.

- 5.15 Liaison with the Police and enforcement authorities to reduce crime and anti social behaviour:

Distington	Lowca	Moresby	Parton
55%)	25 (23.4%)	58 (46%)	52 (44.8%)

- 5.16 Given the work by the Community Police Officers and their Support Officers in all the villages over the last three to four years, the figures are disappointing. Although it certainly is not perceived as great a problem as when the Howgate ward plan was first written. At that time there were many comments especially about drug taking and its supply. However the Distington Rural Safety Group continues to play an active part in keeping anti-social behaviour in check in their part of the District and committed Police Officers are working closely with the community throughout the area. Comments were few and those who did comment seemed to have a particular grievance. It would seem that the number simply reflects the need for councillors at all levels, together with the youth leaders, to continue to work closely with the police and other enforcement authorities. However, a number of comments were made about inappropriate parking of motor vehicles and it may be that those comments reflect a need for closer monitoring by the traffic enforcement teams.

- 5.17 Upgrading play areas in the villages:

Distington	Lowca	Moresby	Parton
(5%)	34 (31.8%)	41 (32.5%)	42 (36.2%)

- 5.18 It is an issue where those who have young children feel strongly. It does not seem to be a problem in Distington and no comments were made. There were two comments from the Lowca responses asking for play areas to be improved. There were two comments from Moresby respondents, but others linked their comments to the need for activities for young people. By far the largest number of comments came from Parton and these were divided between the need for the existing play area beside the school to be refurbished and for another area, most people mentioned the old bowling green site, nearer to the top of the village. Thirteen questionnaires made specific comments suggesting precept money be spent.

- 5.19 Encouraging involvement in local affairs:

Distington	Lowca	Moresby	Parton
(25%)	10 (9.3%)	17 (13.5%)	17 (14.7%)

- 5.20 This is not an issue about which respondents feel strongly. Comments about consultation and a multi-agency approach to local issues were mentioned. Newsletters and community involvement were raised by Lowca residents with comments about the summer fun day on the rugby field. A request for '*Lowca's very own beer festival*' was made. Comments in the Moresby questionnaires referred to the need for an organised community week, participation in local events '*like the old days*', and precept money to be spent to bring pride to the village. One suggestion was for Parish Councillors to receive training '*to enable them to be better able to influence and liaise.....*'

## 5.21 Working with the appropriate public authorities on Employment and Regeneration:

Distington	Lowca	Moresby	Parton
8 (40%)	31 (29%)	12 (9.5%)	29 (25%)

5.22 The percentage return for Moresby may reflect a lower unemployment rate than the other villages or it may be that respondents do not see the village as being in need of employment and regeneration. The Lowca figure may be linked to the proposed holiday village and comments were made about the need for keeping residents up to date with current activities.

## 6 **Other issues raised by respondents**

6.1 Question two asked what other issues should the Partnership address and whilst a number of comments referred to issues in question one, some other distinct problems were raised.

6.2 Lowca Holiday Village. Mention of this is made in 5.12

6.3 Sewage. One resident raised the issue of farm sewage and one the need to keep drains from being blocked.

6.4 Traffic and Roads:

6.4.1 Speeding, volumes of traffic and traffic management. These issues were raised by residents in each village. Concern was expressed that the chicanes in Distington caused more problems than they solved, whilst in Moresby a request was made for traffic calming measures. One respondent in Lowca said that despite the new road there were lots of heavy vehicles and speeding through the village. Issues of speeding through the village were mentioned by Parton residents.

6.4.2 Parking Problems. Paragraph 6.9 raised this issue in the context of anti-social behaviour and the need for enforcement authorities to be more vigilant. There were many complaints about parking. These problems tend to be of a personal nature where perhaps a neighbour is thoughtless, but some comments raised matters which have a wider significance where for example footways are obstructed. Suggestions that by converting grassed areas into parking spaces would relieve congestion were raised by Lowca and Parton respondents.

6.4.3 Road surfaces. Concern was expressed about the state of the local roads with comments about the prevalence of pot holes or, as one resident of Low Moresby said, *'sorting out the ice rink/permafrost in the middle of Low Moresby (or at least making the road safer to drive in winter'*.

6.4.4 Access to the A595. So far as the residents of Lowca and Parton were concerned this was the main issue on which they wished to comment. Nineteen comments all complaining about the difficulty in exiting the Church Brow junction or the Criffel Road/Brewery Brow junctions were made. Some Lowca residents suggested that a

compulsory left turn at the Church Brow/A595 junction would assist. Traffic lights were raised by others, but whatever method is adopted this is an issue which will continue to dog the Highways Authorities until a satisfactory solution is found.

6.4.5 Pedestrian issues. Respondents in Parton raised concerns about the problem of crossing the A595 to and from bus stops and with a request for a safety central island. This problem has been made worse since the Lowca-Parton-Whitehaven number3 bus has been re-routed and the inward journey now bypasses Seven Acres. Residents in Moresby expressed concerns about having to walk on the road over the old railway line at the south of Moresby Parks. A problem has emerged in Parton where young people have been found trespassing on the railway line.

6.4.6 Other Traffic /Road Matters. One complaint was received concerning heavy vehicles using an unadopted road. More than one resident asked that street lighting be made more efficient. One request was made for *'a decent cycle track. If you want to use your bicycle you have to cross the main road to get anywhere'*.

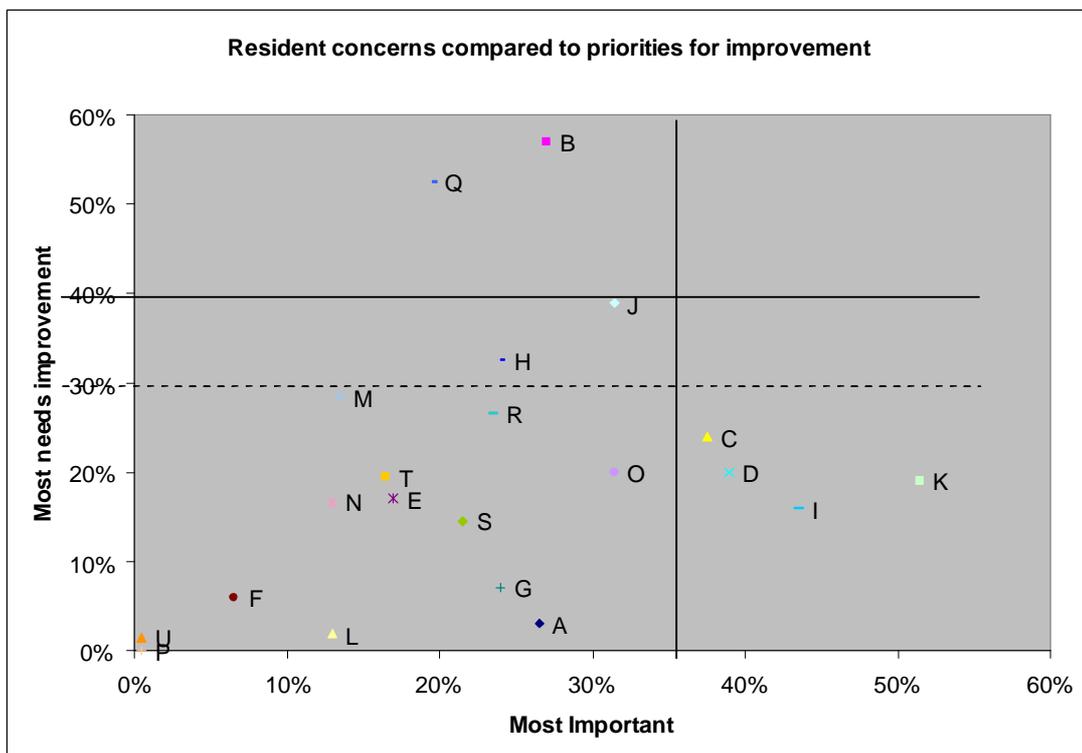
6.5 The parish precept:

6.5.1 All the responses to the question as to how Parish Councillors should spend the parish precept have been captured in the earlier paragraphs. Residents want their area to be a nice pleasant place to live and whilst they accept that the amenities will be limited because of the very size of the villages they do want local play areas that are in good shape for their children. They want money raised locally spent locally i.e. the very essence of a parish precept. In the round they want an improved environment.

## 7 Other Data Sources

### 7.1 The Place Survey:

- 7.1.1 The most comprehensive source of data of residents' views undertaken on a national basis is the Place Survey. This survey seeks to ascertain the views of residents across a range of issues, primarily around public service delivery. The data is statistically verifiable down to Ward level and is therefore an invaluable cross reference for the locally collected data outlined above. The questionnaires referred and the data below relate to Howgate and Distington.
- 7.1.2 One of the most interesting ways of extrapolating key community priorities from the Place survey is to plot answers to the first two questions asked: what is most important in making somewhere a good place to live and what most needs improving?
- 7.1.3 The following table does this with the horizontal line at 40% (and dotted line at 30%) indicating what was identified as the most needing of improvement and the vertical line at 35% what are considered the most important. Answers falling above the dotted line show the key priorities therefore, being more important the further they are to the right of the table.



7.1.4 Activities for teenagers and job prospects along with facilities for young children and road and pavement repairs come out as the highest priorities, with traffic congestion and shopping facilities following. These results clearly back up the survey data collected at a local level. The following table sets out in detail the issues considered in the Place survey table above.

Label	Description	Most Important	Most needs improvement
A	Access to nature	27%	3%
B	Activities for teenagers	27%	57%
C	Affordable decent housing	38%	24%
D	Clean streets	39%	20%
E	Community activities	17%	17%
F	Cultural facilities (e.g. libraries, museums)	7%	6%
G	Education provision	24%	7%
H	Facilities for young children	24%	33%
I	Health services	44%	16%
J	Job prospects	32%	39%
K	The level of crime	52%	19%
L	The level of pollution	13%	2%
M	The level of traffic congestion	14%	29%
N	Parks and open spaces	13%	17%
O	Public transport	32%	20%
P	Race relations	1%	0%
Q	Road and pavement repairs	20%	53%
R	Shopping facilities	24%	27%
S	Sports and leisure facilities	22%	15%
T	Wage levels and local cost of living	17%	20%
U	Other	1%	2%

## 7.2 MOSAIC Data:

7.2.1 Mosaic is a data collection which can draw up a detailed picture of an area. This data is now held by Copeland Borough Council and is currently being analysed to create a picture of each locality in Copeland. As this becomes available it will be used to improve recognition of needs and issues, to inform further refining of this plan.

## 7.3 Index of Multiple Deprivation

7.3.1 The maps on the following pages show the Howgate / Distington area within the context of the wider Whitehaven area. The Index of Multiple Deprivation ranks each 'Super Output Area' within a comparative table of the 322 super output areas in Cumbria.

7.3.2 There are 49 Super Output Areas in Copeland, 322 in Cumbria and 32,482 in England. Each LSOA contains approx. 1500 people. On each of the tables that follows, red shows the most deprived. The IMD is broken down into 7 domains: 1, Income Deprivation; 2, Employment Deprivation; 3, Health Deprivation & Disability; 4, Education, Skills &

Training Deprivation, Children, Young People and Skills; 5, Barriers to Housing & Services (Geographical and Wider); 6, Crime; 7: Living Environment Deprivation (Indoor and Outdoor).

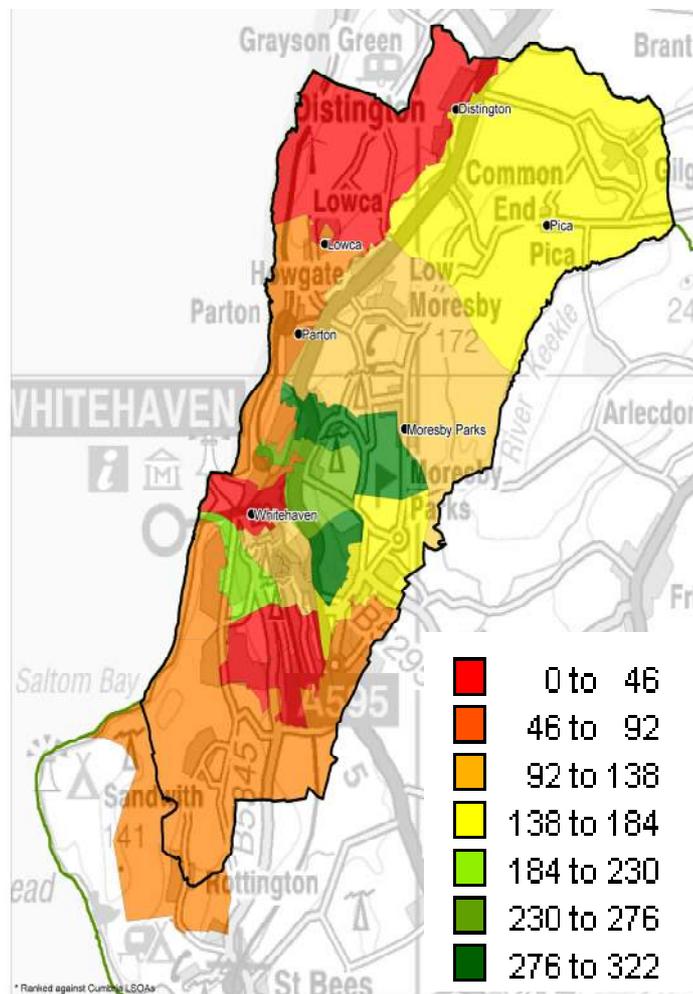
7.3.2 Alongside each map is a description of the sources of the information, for example Income levels and type of income health etc.

7.3.3 Beneath each map is additional information which helps to complete the picture using information from the Labour Market Analysis.

**7.3.4 Deprivation**

Deprivation by income levels (Income support household; Income-based JSA households; Pension credit households; Working Tax Credit households; Child Tax credit households; Supported asylum seekers)

**INCOME**

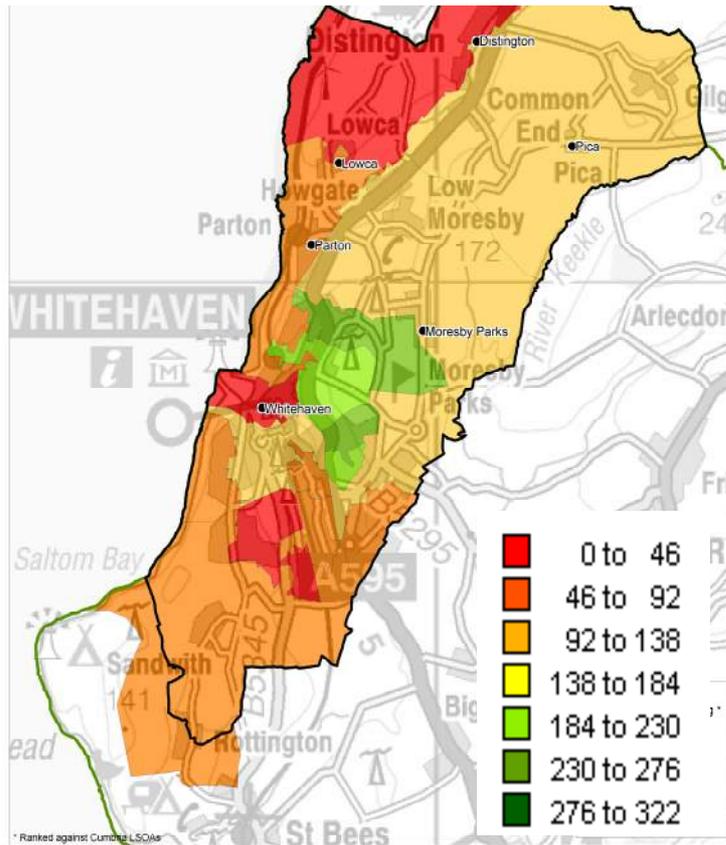


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**7.3.5 Employment.**

Deprivation as a result of lack of employment, measured by recipients of Job Seekers Allowance, Incapacity Benefit, Severe Disablement Allowance and New Deal participants.

**EMPLOYMENT**

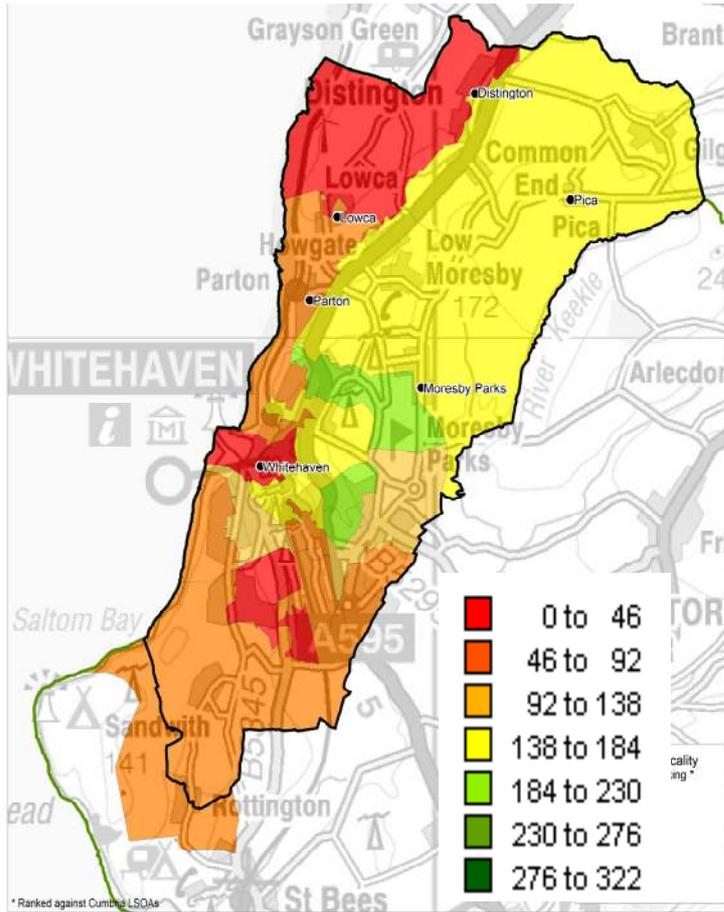


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7.3.6 Health

Years of potential life lost comparative illness and disability ratio, measures of acute morbidity and proportion of population suffering mood or anxiety disorders.

HEALTH

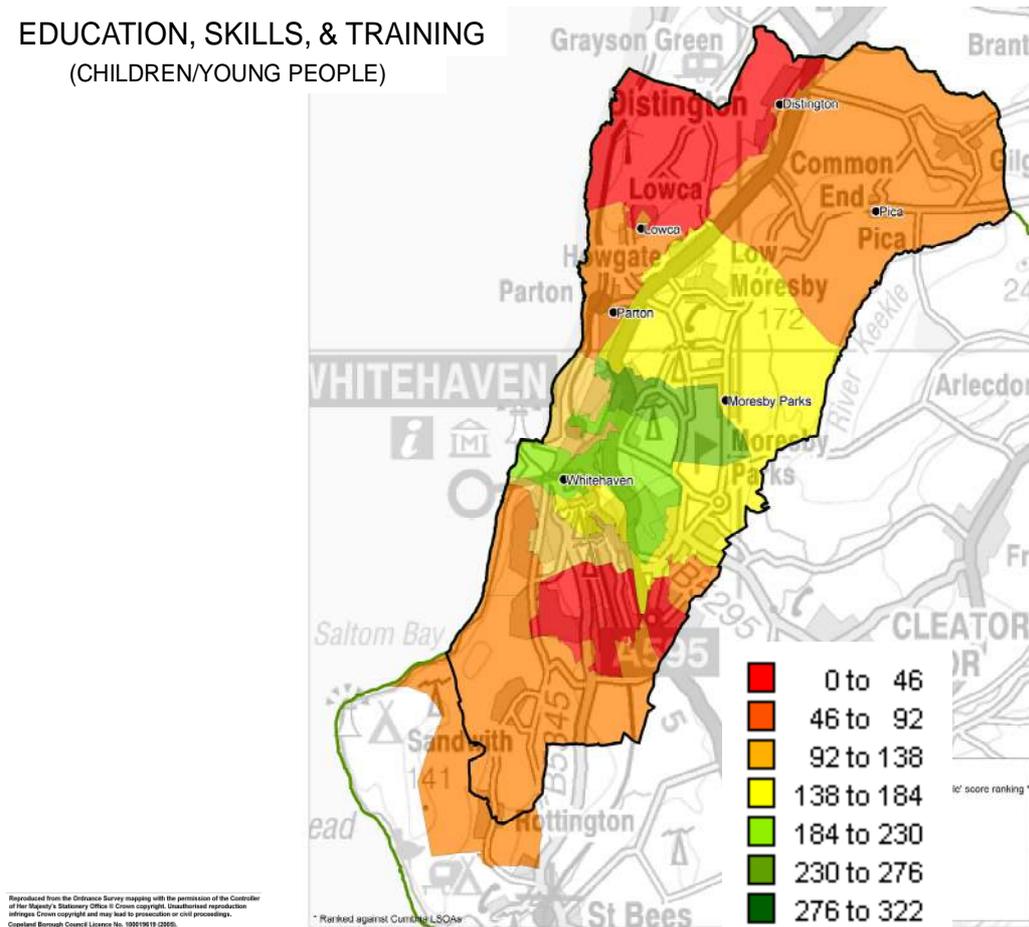


### 7.3.7 Education, Skills and Training

Average test score of pupils at Key Stage 2 and 3, Best of 8 average scores at Key Stage 4, proportion of children not staying on at school, secondary school absence rate, and proportion of under 21s not entering higher education.

#### EDUCATION, SKILLS, & TRAINING

(CHILDREN/YOUNG PEOPLE)



### 7.3.8 Other IMD Indicators

The Index of Multiple Deprivation shows that the Howgate / Distinguon area is averagely placed with regard to access to services such as a GP surgery, supermarket or store, primary school and post office and that housing affordability (in comparison to income) and housing condition is good. Crime is average and air quality is good.

### 7.4 The Rural Share of Deprivation place survey

The Rural Share of Deprivation place survey (May 2010) for each of the 4 villages have been added as appendices.

## **8 Locality Working in Copeland**

- 8.1 The key issue with locality working for the Howgate/ Distington area, mentioned briefly in Section 2, is that it is linked with the whole of Whitehaven, but it has different local governance arrangements and different local issues. Whitehaven is unparished and has traditionally been divided into the main Town Centre and South Whitehaven areas. The Town Centre is the focus of major regeneration plans, affecting the whole Borough, while South Whitehaven has delivered several community led initiatives with the help of Single Regeneration Budget (SRB) and more recently Neighbourhood Renewal Funding (NRF). This places the Whitehaven area in a very different position that will require its Borough and County Councillors to work closely with community and business representatives in a way that may look quite different to the Howgate/Distington Partnership.
- 8.2 In recognition of these issues and towards supporting community identity, Howgate/Distington Partnership has been recognised as a sub-locality in its own right and is being supported with the development of its own plan and partnership.
- 8.3 These are four parishes with interlinking problems which, without treading on the toes of the Parish Councils, would benefit from coordinated action and lobbying support. All four Parish Councils have issues to be resolved with the opening of the dual carriageway section of the A595. The debate over wind farms affects two parishes directly with a third having real issues over the benefits that have failed to accrue to that area. There are at least two proposed holiday complexes in the pipe line in different parts of the area, plus issues surrounding landfill and waste collection sites, whether they be low level radioactive waste or simply household and tradesman waste, are common problems to be managed.
- 8.4 The Principal Authorities need to engage with local people and there is no better way than through a systematic route. The locality partnership for the area will not replace direct consultation and engagement with the general public through the joint CCC/CBC Neighbourhood Forums or the Parish Council, but it can act as a lobbying body for the area and make representation on joint issues. In addition, based on the consultation that it has carried out on a number of issues, it can also speak on behalf of the communities about joint issues that it can help resolve through three tier local government working.
- 8.5 Adjacent locality areas and potentially primarily the North East Copeland partnership is the obvious example that may need to be able to liaise over matters that overlap. A proposed wind farm at Moresby Moss is one instance where the statutory consultee for the planning application will be Moresby Parish Council, but before responding would want to hear the views of others. Another example may be the Keekle Head opencast site, which is within the Distington Parish, but where there will be other parishes interested in making their views known.
- 8.6 It can be argued that everything should be issue based and there is no requirement to formalise a partnership in the way that a locality board is envisaged. However whilst there is some merit in this approach it hardly benefits the community that is forgotten or who are not considered if a community benefits pot is proposed or sought.

8.7 It also allows small parishes to benefit from an increased voice through working with its neighbours and to accrue benefits from local development across an area. Locality working when focused around the delivery of a plan can provide a structure to community development that focused local volunteers, Parish, Borough and County Councillors around a common, evidenced need, which is much easier to incorporate into Locality Authority planning and to use to draw down government or charitable funds.

## **9 The Action Plan**

9.1 The Howgate Ward Plan and the Distington Parish Plan told us what community issues were five years ago and although there have been successes; a lot of what we have been told now repeats those earlier concerns. They have to be addressed as best we can.

9.2 Key Priorities identified by the recent consultation process include:

9.2.1 To be recognised by the Parish, Borough and County Council as a formal partnership representing our local communities within the Howgate/Distington sub-locality. As part of this, to see key actions within our Plan picked up within the Borough and County Corporate Plans and the Future Generations framework.

9.2.2 We must continue to argue for better junction arrangements between the affected side roads and the A595 trunk road and address other highways and transport issues in our area.

9.2.3 We must use our influence and grant seeking ability to improve our play areas and opportunities for young people, across all four parishes.

9.2.4 We must work in various ways to make our villages more attractive to residents and visitors.

9.2.5 We must encourage local regeneration and co-ordinate our actions over common problems and shared issues, such as large scale development, spanning parishes.

9.2.6 We must work with service providers and the principal authorities for the benefit of all our communities.

9.3 These priorities have been captured in more detail in the table on the following page, with links to how priorities can also meet key targets in Local Authority Service Delivery plans.

9.4 We will continue to refresh and update this table as a separate document, as progress is made and detailed action points agreed and defined.

9.5 We shall continue to seek to identify gaps and continue to consult with local residents and relevant groups.

9.6 We see this plan as a live document and will it will be reviewed annually.

**Key Priorities:**

Action	Ref in text	Place Survey	CBC	CCC	SCS	Partnership Action	Lead partners
<b>Partnership working</b>	<b>9.2.1</b>						
Establish and develop a strong and representative locality partnership for the Howgate and Distington wards, connected with the Community Strategy of the LSP	9.2.1		Closer to the Community			<ul style="list-style-type: none"> <li>Formally constitute the H/D Partnership</li> <li>Continue to develop Howgate/Distington Partnership, working with CBC and CCC on the development of Locality Working</li> </ul>	H/D Partnership
Encourage involvement in local affairs	(5.19)		Closer to the Community			<ul style="list-style-type: none"> <li>Continue ongoing community engagement in developing plan</li> </ul>	H/D Partnership
Liaise with the Police and enforcement authorities to reduce crime and anti-social behaviour	(5.15)		Reduce Crime & Disorder			<ul style="list-style-type: none"> <li>Continue ongoing liaison in developing plan</li> </ul>	H/D Partnership
<b>Traffic and Highways</b>	<b>9.2.2</b>						
Continue to argue for better junction arrangements between the side roads and the A595 trunk road	(6.4.4)	20% / 50%	Good roads & Public Transport			<ul style="list-style-type: none"> <li>Contribute to the POPE</li> <li>Lobbying CCC</li> </ul>	CCC
Speeding, volumes of traffic and traffic management, inc. heavy vehicles on unadopted roads	(6.4.1)	20% / 50%	Good roads & Public Transport			<ul style="list-style-type: none"> <li>Traffic assessment of hotspots to identify problem areas</li> </ul>	CCC & Police
Parking problems, linked to anti-social behaviour	(6.4.2)		Good roads & Public Transport			<ul style="list-style-type: none"> <li>Assessment and review to identify problem areas</li> </ul>	Police

Action	Ref in text	Place Survey	CBC	CCC	SCS	Partnership Action	Lead partners
Improve road surfaces	(6.4.3)	14% / 52%	Good roads & Public Transport			<ul style="list-style-type: none"> <li>Categorise key roads</li> </ul>	CCC
Address pedestrian issues	(6.4.5)	High	Good roads & Public Transport			<ul style="list-style-type: none"> <li>Review problem areas</li> </ul>	CCC
Improve street lighting	(6.4.6)	High	Good roads & Public Transport			<ul style="list-style-type: none"> <li>Identify areas for improvement</li> </ul>	CBC
Improve cycle tracks	(6.4.6)		Good roads & Public Transport			<ul style="list-style-type: none"> <li>Identify areas for improvement</li> </ul>	PCs
Improve public transport	(5.7)		Good roads & Public Transport			<ul style="list-style-type: none"> <li>Identify areas to lobby for improvement</li> </ul>	PCs
<b>Children &amp; Young People</b>	<b>9.2.3</b>						
Use influence and grant seeking ability to improve opportunities and activities for young people	(5.5)	35% / 48%	Activities for Young People			<ul style="list-style-type: none"> <li>Establish Steering Group with CBC, CCC, Connexions and the Police to identify key needs</li> </ul>	Howgate Youth Partnership & Distington Club for Young People
Upgrade the play areas in the villages	(5.17)	24% / 39%	Activities for Young People			<ul style="list-style-type: none"> <li>Assessment of key needs</li> </ul>	Howgate Youth Partnership & Distington Club for Young People

Action	Ref in text	Place Survey	CBC	CCC	SCS	Partnership Action	Lead partners
<b>Improve Local Environment</b>	<b>9.2.4</b>						
Tidy up and improve the appearance of the area and make the villages more attractive	(5.9)		Improve the Living Environment			<ul style="list-style-type: none"> <li>Fundraise to employ a Parish Lengthsman</li> </ul>	H/D Partnership
Tackle rubbish problems, dog fouling and improve recycling	(5.11)		Improve the Living Environment			<ul style="list-style-type: none"> <li>Work with CBC to identify solutions</li> </ul>	CBC
Improve public footpaths in the area	(5.13)		Improve the Living Environment			<ul style="list-style-type: none"> <li>Review and identify areas for improvement</li> </ul>	PCs
Address local sewage issues	(6.3)		Improve the Living Environment			<ul style="list-style-type: none"> <li>Review and identify areas for improvement</li> </ul>	PCs
<b>Regeneration</b>	<b>9.2.5</b>						
Co-ordinate actions to address common problems	(8.3)		Economic Sustainability			<ul style="list-style-type: none"> <li>Maintain regular meetings of the H/D Partnership</li> </ul>	H/D Partnership
Work with the appropriate public authorities on employment and regeneration initiatives	(5.21)		Economic Sustainability			<ul style="list-style-type: none"> <li>Maintain regular meetings of the H/D Partnership</li> </ul>	H/D Partnership
Lowca Holiday Village	(6.2)		Economic Sustainability			<ul style="list-style-type: none"> <li>Maintain regular meetings of the H/D Partnership</li> </ul>	H/D Partnership
Affordable Decent Housing			Economic Sustainability			<ul style="list-style-type: none"> <li>Review Housing needs as part of Borough Housing Needs Assessment</li> </ul>	CBC

Action	Ref in text	Place Survey	CBC	CCC	SCS	Partnership Action	Lead partners
<b>Public Service Delivery</b>	<b>9.2.6</b>						
Work with Service Providers and Principal Authorities towards improving PSD in our area			Customer focused services			<ul style="list-style-type: none"> <li>Continue to make the case for improvements in local service delivery</li> </ul>	H/D Partnership