



**South Copeland
GDF Community
Partnership**



BEAT Route: Millom Area Active Travel

Walk Wheel Cycle Trust are pleased to announce the launch of the BEAT Route Millom Area design project for all forms of active transport. Community Investment Funding to support this project was awarded to the trust by the South Copeland GDF Community Partnership.

Who: Walk Wheel Cycle Trust are the charity making it possible for everyone to walk, wheel and cycle, safely, healthily and joyfully. We were previously operating under the name Sustrans. We are custodians of the National Cycle Network (NCN). We are not just advocates but a team of highly skilled project managers, engineers, urban designers, ecologists and much more. To find out more about us please visit www.walkwheelcycletrust.org.uk.

BEAT (Barrow to Esk Active Travel) Route is a community led project with a big ambition to create a safe, family-friendly route for walking, wheeling, cycling, and riding that links communities on the Southwest Coast of Cumbria. It's about more than just a path; it's about connecting people to places, improving health and wellbeing, boosting local economies, and helping our area move towards a cleaner, greener future.

What: We will be looking at building on the exciting work happening as part of the Millom Town Deal work to explore potential onward connections for high quality, active travel routes. The project is in two parts: Millom School to Green Road Station and Hodbarrow Sea Wall to Silecroft Station.

The project will undertake a route optioneering study to identify feasible alignments considering a range of opportunities and constraints including ecology, technical practicality and deliverability. The project team will undertake tasks such as route assessment, landowner contact, engineering design drawing and development of the business case. The overall aim is to produce a package of outputs which gives confidence to future funders that there is a viable, high quality route that could be built if construction funding is secured.

When: The project will launch in June 2026 and is estimated to be complete in Summer 2027.

Why: There is currently a gap in the National Cycle Network and other active travel route provision along the south west coast of Cumbria between Barrow and River Esk at Ravenglass. The coastal



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train route does not reach all communities and bus services to communities are severely limited, if even available. As a result, there is significant overreliance on private motorised vehicles which contributes to issues such as congestion, air pollution and social isolation for those who cannot afford to, or who are otherwise unable to drive. This over reliance also limits opportunities for work, education, healthcare and recreational opportunities.

Those that do currently travel by active modes must travel in the carriageway of busy and fast A-roads, narrow country lanes with dangerous visibility, or on unsurfaced and indirect public rights of way which are unpassable during many months of the year. Existing paths also have physical barriers such as gates and stiles which exclude those who require the use of mobility aids, non-standard disability adapted cycles, pushchairs, e-bikes and cargo bikes.

Active Travel is a national priority for physical and mental health and well-being. Establishing high quality, safe active travel routes to fill this gap in provision in our area is being promoted by many key stakeholders including Cumberland and Westmorland and Furness Councils, Lake District National Park and Cumbria Tourism.

How: BEAT Route and Walk Wheel Cycle Trust worked together on the successful application for Community Investment Funding. You can find out more about the Community Partnership at <https://southcopeland.workinginpartnership.org.uk/funding-for-the-community/>. Funding has been awarded solely for initial route alignment feasibility and concept design work; no funding has yet been secured for construction.

This early - stage work is intended to reduce delivery risk and establish clarity on potential route options and design specifications. More than 20 letters of support, from all the Parish Councils along the route and a diverse range of businesses, community groups, and organisations, were provided. This, with the research conducted by BEAT Route within local communities, provides strong evidence of the clear need and growing demand for active travel routes in the area.

Contact us!

As the project progresses we are keen to develop our community links even further. Please visit our website <https://www.beatroute.org.uk/about/> and join us or contact us with any questions or comments you may have about the project at Beatroute2@gmail.com