

Rotherham Gateway (Mainline & Tram Train) Station

Improving Places Select Commission – February 2025



What is Rotherham Gateway Station?

- Rotherham has comparatively poor rail connectivity – direct intercity and regional rail services have not served the town since the 1980s
- The town is currently served via branch line with only 2 stopping services per hour
- Rotherham Gateway will deliver a revolution in the Borough's integrated transport network by providing direct access to local, regional and national destinations

Not just a new mainline station

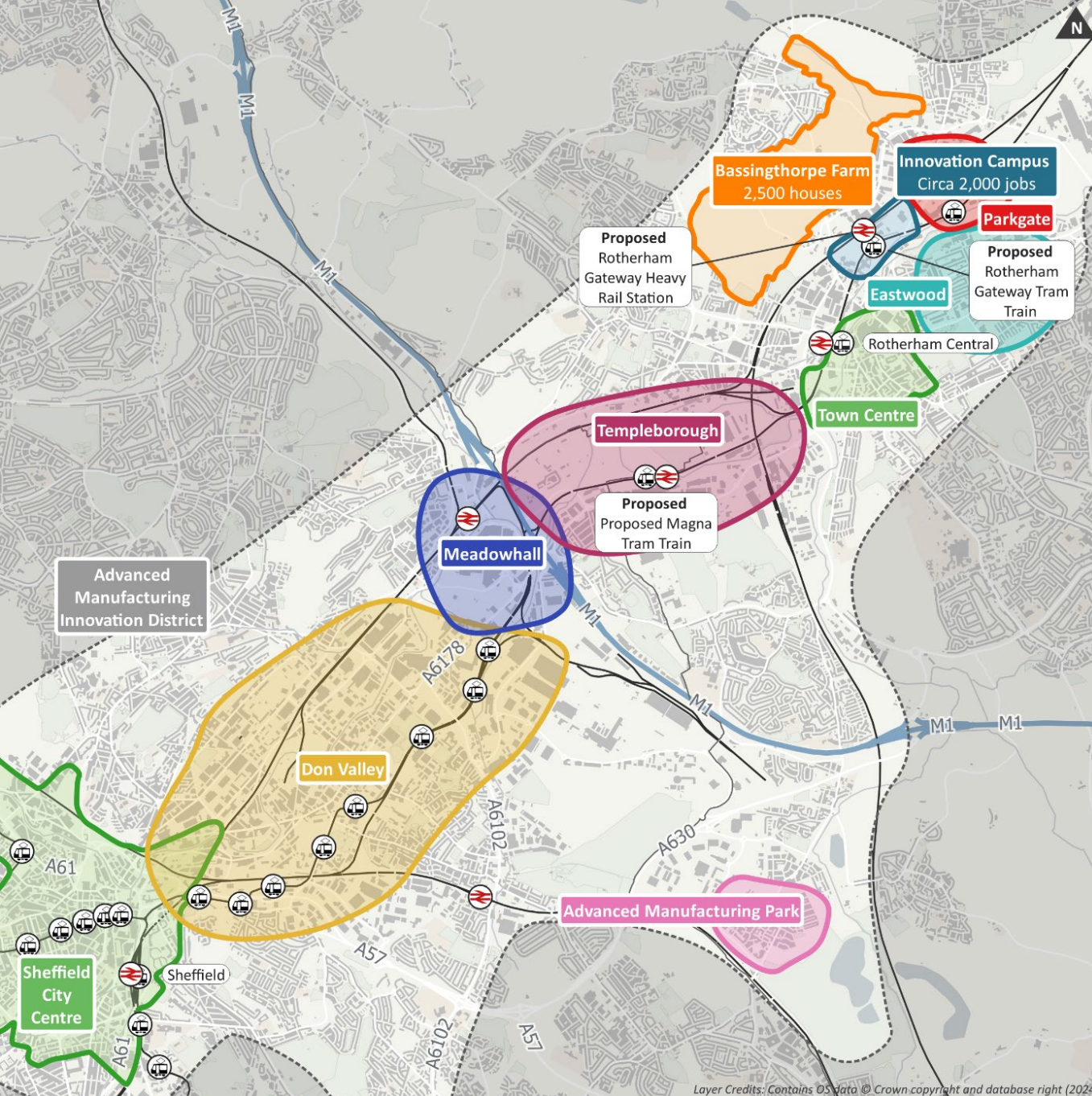
- Tram train stop
- Bus and active travel modes
- Masterplan – economic growth opportunity
- Fit with emerging regional heavy rail and tram train strategy

Key Outcomes



Local Context

- Close to housing and employment development opportunities
- Central location in the Borough
 - Borough wide catchment - full extent will be defined in Full Business Case
- Northern anchor to Sheffield - Rotherham economic corridor, and within the South Yorkshire Advanced Manufacturing District



Project Background

- Initial concept developed by Transport for the North as part of Northern Powerhouse Rail programme
- Not included in Integrated Rail Plan Nov 2021; Council took on scheme promoter role;
- Governance structure (Board/steering group) successfully established with partners and rail industry;
- £10m Town Deal funding secured to prepare masterplan and acquire land;
- Strategic Outline Business Case approved by SYMCA
- £1m devolved funding secured to develop Outline Business Case
- Referenced specifically in Network North 2024
- Part of DfT sponsored MYNE North study (connecting Midlands, Yorkshire and North-East) – awaiting stakeholder engagement

5 current workstreams

- **Land Acquisition** - 3 key sites required to facilitate delivery:
 - Land for the station building, vehicular access, connection to tram train stop from mainline station, and car park
 - Access to the station and car park from NW, and secondary means of escape from northern platform
 - Terms agreed for 1 of the 3 required sites – with solicitors for completion March 2025 & surveyors progressing other negotiations
- **Mainline Station & Tram Train Stop Outline Business Case**
 - Timetable capacity analysis, assessment of scheme benefits, station & tram train stop design & cost plan
 - OBC finalised post informal review and feedback from internal colleagues, partners & stakeholders
 - Formal submission of OBC to SYMCA Feb 25 for assurance and approval
 - Submission to DfT June 25 – retained scheme in CRSTS programme
 - OBC will require ministerial approval to secure FBC development funding

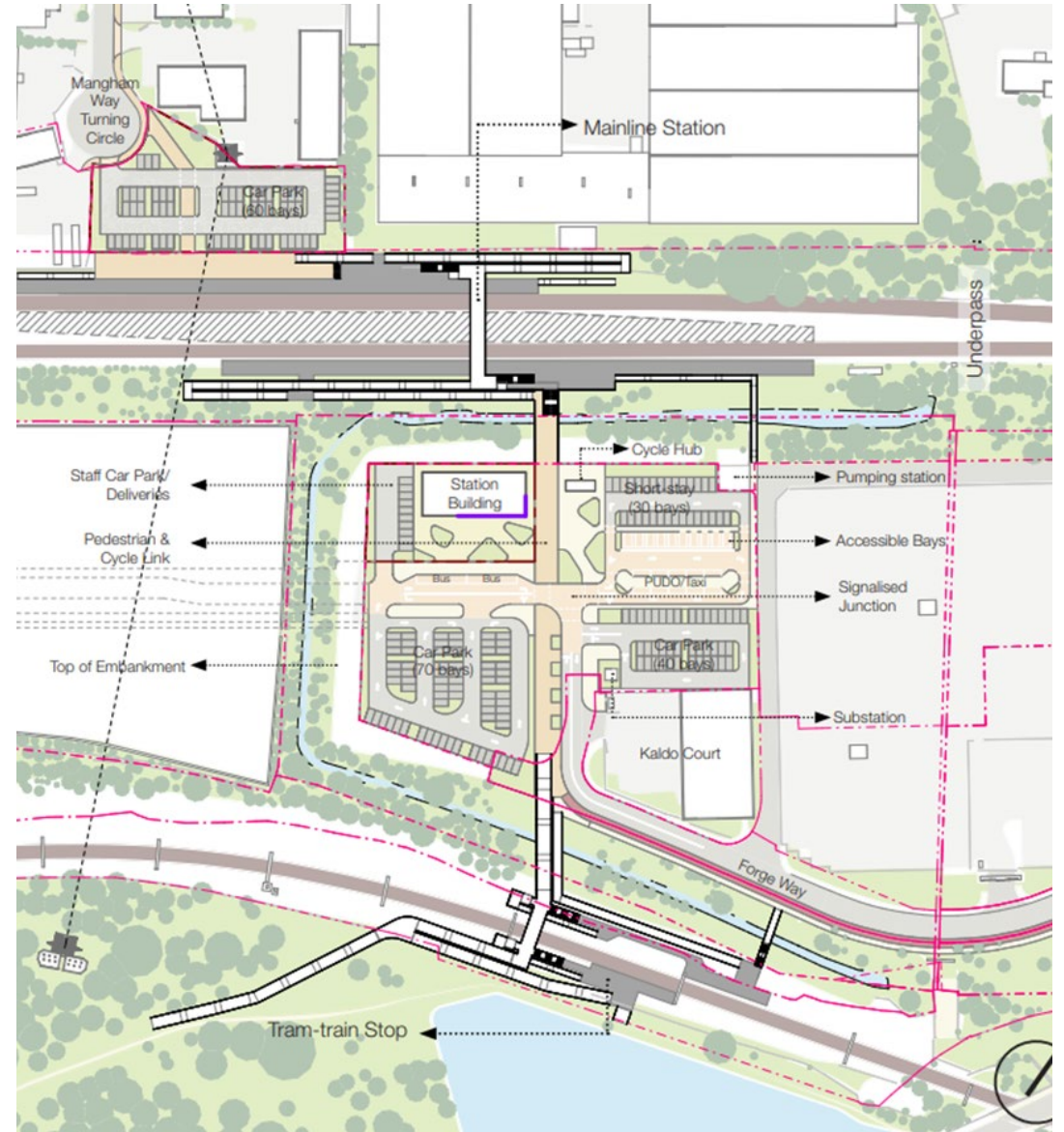


- **Masterplan** completed – placemaking around the station and growth opportunity to capitalise on improved rail connectivity (people & businesses)
- **Business Centre Feasibility Study** completed - anchor station building to increase footfall and active uses to the station area
- **Effingham Street Active Travel Feasibility Study completed** - key connection between the town centre & station location

Station Design

Key components for opening the station including:

- Station Building
- Car parking
- Bus circulation provision
- Pick up/drop off facility
- Public realm/concourse
- Landscaping
- Staff/customer welfare facilities
- Refreshments offer
- Northern platform egress required



Phase 1: Station Opening 2030/31



- High quality public realm, design quality & activating station floormat
- Scope for development of a multi-functional building – station facilities within business centre
- Active travel improvements to/from town centre to station via Effingham Street

Indicative Timeline & Next Steps to Delivery

- OBC submitted for regional and national assurance Feb 25
- OBC approved & anticipated FBC funding release Nov 25
- FBC completed Sept 27
- Construction commences 2028
- Station Entry into Service 2030/31

Waverley Station



- SYMCA leading on project development
- Strategic Business Case approved 6 Sep '23
- SYMCA moving to start Outline Business Case development
- Key activities -
 - Development service agreement with Network Rail
 - Undertaken a client requirements document
 - Awaiting timetable analysis for trains to stop at Waverley

Waverley Station



Key activities -

- Gathering information from previous relevant business cases
 - including the Barrow Hill Restoring Your Railways programme
 - note the Waverley case is separate
- SYMCA are undertaking stakeholder engagement
- RMBC has been asked to work with SYMCA on station access issues and co-ordination with development