

Committee Name and Date of Committee Meeting

Cabinet – 09 February 2026

Report Title

Rotherham Gateway Progress to Full Business Case

Is this a Key Decision and has it been included on the Forward Plan?

Yes

Executive Director Approving Submission of the Report

Andrew Bramidge, Executive Director of Regeneration and Environment

Report Author(s)

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Ward(s) Affected

Borough-Wide

Report Summary

The Council is working with partners to promote the development of Rotherham Gateway Station. This mainline and tram-train station will be a catalyst for growth, improving local, regional, and national rail connectivity for all communities and businesses across the Borough, creating employment, and supporting the development of high-quality new homes.

An Outline Business Case (OBC) has been approved by South Yorkshire Mayoral Combined Authority (SYMCA), the Department for Transport (DfT) and Ministerial approval was received by the Council on 14th January 2026. This approval releases funding of £11.35 million to the Council to develop a Full Business Case (FBC) for the scheme. This report recommends that Cabinet accept this funding to progress to Full Business Case with submission to SYMCA for assurance and approval of the Business Case.

Recommendations

That Cabinet:

1. Accepts the £11.35 million CRSTS funding from SYMCA to progress the Full Business Case for Rotherham Gateway Station.
2. Grants approval to consult as necessary on the outputs of the Full Business Case as they are developed with the public and scheme stakeholders.

3. Grants approval to allocate the funding as required within the CRSTS allocation.
4. Delegates authority to the Executive Director for Regeneration and Environment in consultation with S151 Officer and the Cabinet Member for Transport, Jobs and the Local Economy to prepare the Full Business Case, undertake any actions as necessary including procurement, and then submit to SYMCA for assurance and approval.
5. Delegates authority to the Service Director Property & Facilities Services (Property Officer) in consultation with the Service Director of Planning, Regeneration and Transport, Service Director, Legal Services, and Cabinet Member for Transport, Jobs and the Local Economy to make an order (if required) via compulsory purchase (Town and Country Planning Act or the Transport and Works Act) to acquire the necessary property interests for the Station.
6. Delegates authority to the Service Director Property & Facilities Services (Property Officer) in consultation with the Service Director of Planning, Regeneration and Transport, Service Director Legal Services and Cabinet Member for Transport, Jobs and the Local Economy to take all steps, and enter into all documentation on behalf of the Council in connection with the making, confirmation, submission, and implementation of the above order, including in respect of any public inquiry, appeal or legal challenge concerning the same.

List of Appendices Included

Appendix 1 Equalities Impact Assessment
Appendix 2 Climate Impact Assessment

Background Papers

[Cabinet: Mainline Station Update](#) (September 2023)

[Cabinet: Mainline Station and Strategic Acquisition](#) (July 2025)

Consideration by any other Council Committee, Scrutiny or Advisory Panel

None

Council Approval Required

No

Exempt from the Press and Public

No

Rotherham Gateway Progress to Full Business Case

1. Background

- 1.1 The Council is working with partners to promote the development of Rotherham Gateway Station. This mainline and tram-train station will be a catalyst for growth, improving local, regional, and national rail connectivity for all communities and businesses across the Borough. It will drive investment, attracting new businesses, creating employment, and supporting the development of high-quality new homes.
- 1.2 In 2021, the Council took the role of sponsor for the proposed mainline station after it was omitted from the Government's Integrated Rail Plan. The Council progressed the scheme, initially preparing a Strategic Outline Business Case, setting out the strategic importance of the scheme and high-level costs and outputs.
- 1.3 In May 2023, the Council received £1m of CRSTS funding to develop the Outline Business Case for the scheme. This funding enabled completion of key workstreams required including:
 - Modelling and scheme testing to understand the catchment and impact of the scheme
 - Operational railway design work
 - Timetable modelling (heavy rail and tram train) to confirm service provision and power supply capability
 - Station building and facilities design
 - Preferred location and preliminary layout for tram train stop
 - Updated cost estimate
- 1.4 In February 2025, the Outline Business Case (OBC) was submitted to SYMCA and the Department for Transport for assurance and approval to release £11.35 million for Full Business Case development. The Full Business Case will contain detailed funding requirements and strategy, design, timetabling and contractor appointment, therefore once completed and approved it will allow for delivery of the station. The content of a Full Business Case is explained further in 2.1. SYMCA and DfT approved the Outline Business Case in 2025 and final Ministerial approval was received by the Council in January 2026.
- 1.5 This report seeks Cabinet approval to accept the £11.35 million released by the OBC approval to progress and submit the Full Business Case. It seeks approval to consult with the public and scheme stakeholders on the outputs of the Full Business Case (FBC) as they are developed. To ensure the FBC can progress at pace, it also requests approval to allocate the funding as required and to undertake any actions as necessary to complete the FBC, such as procurement and contract award, design matters and liaison with partner organisations. Following completion, this report seeks to delegate authority to the Executive Director of Regeneration and Environment, in consultation with the Cabinet Member for Transport, Jobs and the Local Economy, for submission of the Full Business Case to SYMCA to approve funding to deliver the project in full.

2. Key Issues

2.1 The Full Business Case is the final and most detailed stage in the HM Treasury business case process for transport projects. It is prepared before construction begins and is required for Department for Transport (DfT) or other public funding approval. It follows HM Treasury's Five Case Model and DfT's Transport Analysis Guidance (TAG) to confirm the scheme is viable, affordable, and deliverable. It provides robust evidence that the station project offers value for money and aligns with strategic objectives, as a route to final approval for implementation and delivery.

2.2 The outputs of the Full Business Case will include:

- Detailed design completed for the main line station, tram-train stop and floormat between them (including station building / business centre and provision for user-friendly multi-modal transport interchange)
- Appointment of contractors and agreed delivery programme
- Timetable and economic benefits modelling updated
- Securing of train operator and service specifier commitments to stop train services at the new station
- Integrated transport strategy agreed and planned (e.g. integrated bus services to maximise station usage)
- Cost plan interrogated and updated
- Delivery funding strategy and security of funding source in place
- Consents in place
- Environmental Impact Assessment
- Essential land acquisition complete

2.3 The Full Business Case is a significant commitment for the Council, requiring dedicated project support which will have impacts across several Council services. The requirements for this are being scoped. A governance and management structure is being prepared to ensure appropriate resource is in place which includes working with partner organisations including ~~such as~~ SYMCA. ~~The~~ Where necessary the Council will secure appropriate external expertise to support the development of the FBC.

2.4 Land Acquisition

Following a thorough options assessment, a location for Gateway Station was selected on Forge Way near Parkgate. Three essential parcels of land were identified for the Station.

In September 2023, Cabinet approved a Resolution in Principle to investigate the use of compulsory purchase powers to acquire the necessary property interests for the Station. In the event that it was not possible to acquire any or all of the properties by agreement within the required timescales and/or funding envelopes, the paper noted that a further report would be submitted to Cabinet seeking formal resolution to acquire the property interests through use of Compulsory Purchase or Transport and Works Act powers.

One of the three required interests has already been acquired, and negotiations are progressing well with landowners of the two remaining sites. However, to meet the timescales of the Full Business Case and ensure land acquisition is complete in time for delivery, the Council would now like to seek formal resolution to initiate powers and (if necessary) make an order for compulsory purchase (Town and Country Planning Act or a Transport and Works Act Order). This paper requests approval to progress this process alongside continued negotiations. Acquisition by negotiation is still the Council's preferred approach and every effort will be made to obtain the remaining sites by agreement.

3. Options considered and recommended proposal

3.1 The Council could consider not accepting the funding

This would risk losing the funding that has been allocated to the scheme. It would also leave the future of the scheme in doubt, and it may not be progressed. This option is not recommended.

3.2 Accept the funding and progress the scheme

The Council has worked closely with partners to achieve the Outline Business Case approval which is a key milestone for Rotherham Gateway. The scheme has widespread support with over 650 individuals pledging their support via the Rotherham Gateway website and positive engagement with the public at Rotherham Show. Utilising the devolved funding allocated is the best opportunity to progress the scheme towards delivery.

This option is recommended.

4. Consultation on proposal

- 4.1 Stakeholder consultation was undertaken throughout the development of the Outline Business Case. This was facilitated by the project governance structure which includes Network Rail, SYMCA, Northern and Transport for the North. Partners contributed to/provided feedback on the OBC outputs and station designs via the steering group and station board. The completed outline designs reflect the requirements of the project stakeholders.
- 4.2 In the coming months, work with stakeholders will continue to obtain feedback before work starts on the Full Business Case for the Station. This review work will be crucial to guide the next stages of the Station design. Consultation with stakeholders will also be key to understanding the next steps required to set up the Full Business Case.
- 4.3 Engagement on the wider scheme has taken place with local and regional stakeholders including representatives of local businesses, education and community partners via internal and external boards. This includes the Employment and Skills Board, Business Growth Board and the Rotherham Together Partnership. The Town Board has been updated regularly and is supportive of the scheme.

- 4.4 In September 2025, public engagement took place at the Rotherham Show. This was an opportunity to share information on the Station and the wider Masterplan which was positively received. A press campaign has been launched featuring an opinion piece by the Leader in the Yorkshire Post. The Rotherham Advertiser is backing the scheme and is running a series of press releases sharing key milestones. Information has also been shared on the Council's social media platforms, and a website has been developed where people can pledge their support for the scheme.
- 4.5 Future public engagement will take place throughout the FBC work as the scheme moves closer to delivery. This will be via formal consultations and more informal information-sharing sessions. This will target communities across the Borough to understand equalities impacts and issues such as accessing the Station. Online consultation will take place and information sharing will continue via the website pledge page.

5. Timetable and Accountability for Implementing this Decision

5.1	Multidisciplinary contract appointment for pre-FBC work	February 2026
	Cabinet Approval for Progress of FBC	February 2026
	Establish governance and partnering arrangements	January – March 2026
	Approve and appoint project team/structure/procurement of services, if required	March to June 2026
	Start FBC	July 2026
	Option development, cost and design feasibility	September 2026
	Detailed designs and cost	March 2027
	Consultation/stakeholder engagement	July 2027 to September 2027
	Complete FBC and submit for approval	December 2027

6. Financial and Procurement Advice and Implications

- 6.1 The engagement of external expertise and contractors to support the development of the Full Business Case, must be procured in compliance with relevant legislation (Procurement Act 2023 or the Public Contracts Regulations 2015) dependent on the route to market and where the Council is leading the procurement, compliance with the Council's own Financial and Procurement Procedure Rules.
- 6.2 The completion of the Full Business Case will be fully funded by the awarding of the £11.35m City and Regions Sustainable Transport Settlement (CRSTS) grant, should its acceptance be approved.
- 6.3 This report seeks authority to acquire land required for the station floormat only, via an order for compulsory purchase. This was referred to as Phase 1 of the masterplan in the report to Cabinet in July 2025. At the time of that report, there was sufficient funding available for these sites.

7. Legal Advice and Implications

- 7.1 Approval for Grant funding in relation to the City and Regions Sustainable Transport Settlement (CRSTS) of £11.35 million has now been received, which will allow the Council to develop a Full Business Case (FBC) for the Rotherham Gateway Stations scheme. This report is seeking approval to accept the funding from SYMCA, to develop the FBC and consult as necessary on its outputs with the public and stakeholders. The report also seeks approval to allocate the CRSTS funding as required and delegates authority to the Executive Director of Regeneration and Environment in consultation with S151 Officer and the Cabinet Member for Transport, Jobs and the Local Economy to prepare the Full Business Case, undertake any actions as necessary including procurement, and then submit to funding/decision makers.
- 7.2 The Service will have to ensure that in its allocation of the funding, it complies with the terms and conditions of the Grant Agreement, including the grant funding claims procedure and any procurement is compliant with the Procurement Act 2023, and the Council's Financial, Procurement and Procedure Rules.
- 7.3 The request for authority to use compulsory purchase powers is consistent with previous reports. Property Services will have oversight of the use of compulsory purchase powers and will provide advice and support as required.

8. Human Resources Advice and Implications

- 8.1 Any interim appointments made to supplement the project team will require appointment through the RMBC agency framework. HR will continue to support the service in relation to any future permanent appointments.

9. Implications for Children and Young People and Vulnerable Adults

- 9.1 There are no implications for Children and Young People and Vulnerable Adults.

10. Equalities and Human Rights Advice and Implications

- 10.1 The Equalities Impact Screening Assessment is attached at Appendix 1.

11. Implications for CO2 Emissions and Climate Change

- 11.1 The Climate Impact Assessment is attached at Appendix 2.

12. Implications for Partners

- 12.1 The Gateway scheme is crucial to the Don Valley element of the SYMCA Growth Plan one of four key aspirations for growth across South Yorkshire. Rotherham Gateway Station will be a catalyst to 'kickstart' development and

investment in the wider region. The Council will work closely with colleagues at SYMCA to develop the Full Business Case.

12.2 The Council will also work closely with the wider scheme stakeholders as the project governance develops. A scheme of this scale will require a commitment from all stakeholders to provide the skills and resource required for delivery.

13. Risks and Mitigation

13.1 **Risk:** To achieve wider regeneration benefits it is essential that the transport elements related to rail and tram/train are not developed in isolation. Rather the development of the first phase of an innovation campus, station building and public realm must be developed in tandem. £2.250m Gainshare funding is being drawn down from SYMCA and allocated to the development of the priority projects. Any delays in the masterplan development workstreams could impact on the mainline/tram-train design work taking place for the Full Business Case.

Mitigation: The Council is considering the resourcing required to ensure the schemes can run concurrently and required outputs are produced in a timely manner.

13.2 **Risk:** Funding for delivery not yet secured resulting in delays/scheme not progressing.

Mitigation: An outline funding strategy was prepared as part of the Outline Business Case. Further detail and funding options will be explored as part of the Full Business Case resulting in identified funding schemes proposed by the completion of the Full Business Case. The scheme is a priority for SYMCA, and the Council will work closely with SYMCA to understand how devolved, regional funding could work for the scheme.

13.3 **Risk:** Inability to acquire the land essential for the Station.

Mitigation: The Council has already made good progress in negotiations with landowners regarding the Station floormat. Negotiations are underway with the remaining landowners, and the Council is starting to 'twin-track' the use of compulsory purchase powers. Any future requirements for external expertise to support in this matter will be in consultation with the Council's Property Services team.

14. Accountable Officers

Simon Moss, Service Director of Planning, Regeneration and Transport

Approvals obtained on behalf of Statutory Officers: -

	Named Officer	Date
Chief Executive	John Edwards	26/01/26
Executive Director of Corporate Services (S.151 Officer)	Judith Badger	22/01/26
Service Director of Legal Services (Monitoring Officer)	Phil Horsfield	19/01/26

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