

**Councillor Chris Read – Leader of the Council**

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CR/LH	(01709) 822700	22700	Councillor Chris Read

4<sup>th</sup> August 2025

Councillor Mick Bower  
Elected Member

Via email: [mick.bower@rotherham.gov.uk](mailto:mick.bower@rotherham.gov.uk)

Dear Councillor Bower,

**Question raised at Council – Wednesday 16<sup>th</sup> July 2025**

I write further to your question at the meeting above, regarding the Government's decision to pause electrification of the Midland Main Line, and the implications of that decision for the business case for the proposed Rotherham Gateway Station.

I said I would check my understanding with the service, and I've now had chance to do that.

I am advised that the Government's decision, whilst regrettable, is considered unlikely to have any impact on the business case for Gateway Station. The principal reason for this is that the Government's guidance for the appraisal of transport schemes, and good practice, is to only consider the impact of other schemes where those schemes are near-certain to be completed. In the case of rail projects such as electrification of the Midland Main Line, the required level of certainty would be the submission of relevant consents under the Transport & Works Act, as well as any planning consents that might be required.

In the case of electrification of the Midland Main Line, whilst this was part of the Rail Network Enhancements Pipeline, the scheme was at a very early stage and no applications for consents had been submitted for consideration. Therefore, the project did not meet the threshold of certainty required to be considered as part of the business case for Rotherham Gateway Station – it was not sufficiently certain for us to be permitted to consider additional benefits electrification might bring. As such, the delay does not impact the business case – which did not assume electrification would happen.

The purpose of this approach is to manage risk in exactly the situation we find ourselves in – to ensure schemes are not developed where benefits are dependent on other schemes which may not happen.

It is worth noting that the development of the station is at a relatively early stage, and as such the detail of services that may call at Rotherham Gateway is not yet fixed. Based on work to date however, it is anticipated that many of the services that may call at the station will be running on routes other than the Midland Main Line not presently proposed to be electrified in the near-term and so unaffected by this decision. It is also worth noting that the Government consider the Midland Main Line to terminate at Sheffield, and the electrification plans did not extend on to the proposed Gateway Station.

Notwithstanding the above, the delay to electrification is a blow to improved connectivity between Rotherham, South Yorkshire and London, a blow to decarbonisation, and is a missed opportunity for the Gateway Station to bring about more benefits than estimated in the business case.

I trust you will find this information useful, and I hope this provides some clarity and reassurance. Colleagues in the Transportation Infrastructure Service recognise transport scheme appraisal is somewhat arcane and so have offered to meet to talk through the matter further if that would be helpful. If you'd like to take up this offer, please do not hesitate to contact the Interim Head of the Transportation Infrastructure Service, Nat Porter, by e-mail at [nat.porter@rotherham.gov.uk](mailto:nat.porter@rotherham.gov.uk).

Yours sincerely



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