West Yorkshire Combined Authority | Tracy Brabin Mayor of West Yorkshire

Evaluation Plan - Elland Rail Station and Access Package

West Yorkshire Combined Authority

May 2025

Introduction

What is an Evaluation Plan?

The process of designing an evaluation should start as early as possible, as a part of the overall planning of projects and programmes. This is to ensure that the evaluation is effectively embedded in the delivery of the scheme, there are mechanisms in place to collect all the relevant data, and that there is strategic alignment between the evaluation and the aims of the scheme.

The purpose of an Evaluation Plan is to ensure that evaluation is embedded at scheme design stage. It ensures clarity from the outset by setting out a detailed review of the evaluation approach, the objectives, and how success will be measured. Evaluation Plans should be proportionate in scale to the complexity of the scheme, considering what can be learned from the scheme, and how these insights will be used to inform future policy and practice.

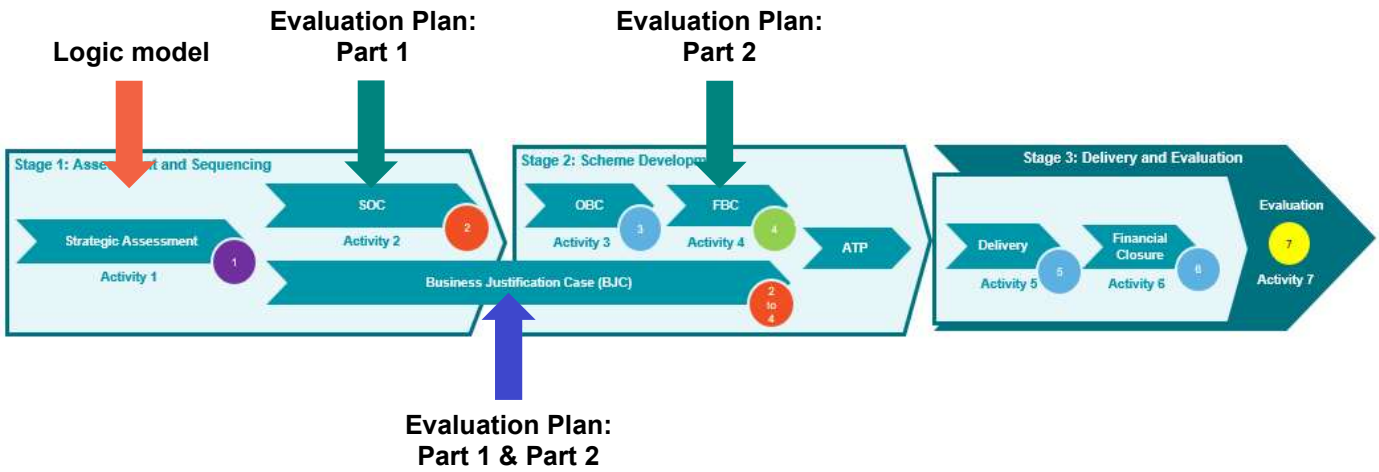
This Evaluation Plan Template is informed by the Combined Authority's Evaluation Strategy, which follows seven evaluation principles:

1. Evaluation planning is an integral part of developing the business case
2. The focus of evaluation reflects the business case
3. Evaluation efforts are proportional to the intervention's scale and complexity
4. Monitoring and evaluation data are consistent across policy
5. Evaluation will be undertaken independently of delivery
6. Evaluation is a learning process and a key component in policy development
7. Evaluation data and findings are disseminated effectively

When should the Evaluation Plan be completed?

All projects and programmes progressing through the Assurance Framework are required to submit an Evaluation Plan. The Evaluation Plan is split into two sections, to reflect the level of detail that sponsors may have available for schemes as they progress through the Assurance Framework.

Assurance train diagram



For schemes where a **Full Business Case (FBC)** is developed, Part 1 should be completed at SOC stage. Part 1 is relatively light touch, providing high-level insight into the evaluation approach, scope and budget. Part 2 should then be completed alongside the FBC, providing more detail on how the evaluation will be conducted and setting out the data requirements in full.

For schemes where a **Business Justification Case (BJC)** is developed, Part 1 and Part 2 should be submitted together alongside the BJC. It is advised that Part 1 is completed as early in the process as possible, to help inform the development of the scheme. Part 2 should then be completed once more detailed plans for the scheme have been developed, including the Equality Impact Assessment (EqIA).

For further detail on how Evaluation aligns with the Assurance Framework, see the Evaluation Flowchart (Appendix D).

Who should complete the Evaluation Plan?

It is the responsibility of scheme promoters to ensure that the Evaluation Plan is completed as part of business case preparation. Depending on the circumstances, this template may be completed by promoters themselves, colleagues within the Combined Authority, district partners, or consultants. Guidance has been embedded throughout the template to support the completion of each section.

This Evaluation Plan template has been developed in alignment with the Combined Authority's Evaluation Strategy and its principles. However, we also recognise that certain funders, and funding streams, will have specific monitoring and evaluation requirements. Such requirements should also be taken into account when completing this template.

The Evaluation Team is responsible for programme level evaluations, including developing Evaluation Frameworks for all major funding streams. If the scheme is part of a programme, the Evaluation Plan should align with the objectives, research questions and data requirements set out in the relevant evaluation framework. This is to ensure consistency of approach and data across projects and enable effective evaluation at programme level.

While planning for project level evaluation remains the responsibility of scheme promoters, the Evaluation Team can also offer support with developing the evaluation approach, and provide feedback on Evaluation Plans.

For support or guidance on evaluation planning, get in touch with your Evaluation Team contact, or email the Evaluation Team inbox: Evaluation.Team@westyorks-ca.gov.uk.

Part 1: Evaluation Scope and Approach

1. Scheme summary

These details should be copied directly from the Strategic Outline Case or Business Justification Case.

Scheme name:	*Elland Station and Access Package*
Is this a part of a programme if so which one?	*WY+TF / TCF*
Forecast scheme start date:	*January 2026*
Forecast scheme end date:	*December 2027*
Lead promotor:	*Calderdale Council*
Total Scheme cost:	*£ 47.9m (Station £34.5m) (Access Package £13.38m)*
Combined Authority funding:	*N/A*
Combined Authority funding stream:	*WY+TF and TCF*
Investment priority area:	*N/A*

2. SMART Objectives

Please include a copy of the SMART objectives set out in the Strategic Outline Case or Business Justification Case. SMART stands for: specific, measurable, achievable, realistic, and time-bound.

SMART Objectives
***1** - Improved journey times and reliability for strategic journeys to/from Elland, contributing to reduced congestion on A629 (25% reduction in journey time to Leeds and Bradford city centres by public transport by 2028).*
***2** - Provide high quality infrastructure to increase the number of walking and cycling trips (by 26% by 2032) within Elland, West Vale and surrounding areas.*
***3** - Boost rail mode share by increasing rail use for journeys to/from Elland, West Vale and surrounding areas (increase no. rail trips from/to Elland by 100% by 2032).*
***4** - Improve accessibility to rail services for residents within Elland, West Vale and surrounding areas (see map), including those living in the proposed new and existing dwellings (65% of households within 3km of the new station reached by 2028).*
***5** - Support employment growth by improving access to a wider labour market for existing and prospective businesses in Elland, in particular at Lowfields Business Park, West Vale and surrounding areas (Indirect contribution to 15% increase in employees at Lowfields Business Park by 2032).*
***6** - Reduce the number of incidents and casualties, particularly at identified collision cluster sites and for active mode users (25% reduction in pedestrian and cyclist KSIs by 2032)*

3. Logic model

Please include a copy of the logic model (first drafted at Strategic Assessment stage) using the template in Appendix A. The logic model is a live document that should be updated throughout the Assurance Process and lifetime of the scheme.

In the space below, describe how the activities detailed in the logic model are expected to deliver the specified outputs, and result in the intended outcomes and impacts. You

might want to think about the ways in which activities will be delivered, factors that will support the success of the scheme, and any barriers or areas of uncertainty.

Please reference any existing evidence (e.g. reports, evaluations, case studies) that supports the approach to be taken for this scheme, and highlight where existing evidence is not available. Consider any assumptions in the logic model, to be explored through evaluation.

A logic model was developed for the Elland Station and Access Package 2021 FBC submission, though this has been omitted from the 2025 submission due to use of the old template. The new logic model used the previous model as a basis but has given more consideration to making the objectives and subsequent activities, outputs, outcomes and impacts SMART (specific, measurable, achievable, relevant and time-bound). The new logic model has been included in Appendix A.

The activities listed in the logic model, which include various communications, engagement and planning activities, as well as construction itself, will help to deliver the specified outputs. This will be achieved by ensuring careful consideration is taken to delivering the best possible project, not only focussing on the end result but also accounting for the intermediary conditions that will have to be endured by local people and businesses whilst the scheme is delivered.

Targeted engagement with different stakeholders, including local businesses and accessibility groups, is a key activity which will ensure that those with various complex needs will be considered by the project and catered to throughout construction and post-completion. Furthermore, construction, traffic management and signage planning, as well as enabling/pre-construction works, and quality panel design reviews should demonstrate that a scheme with quality outputs is delivered. The expected scheme outputs are as follows:

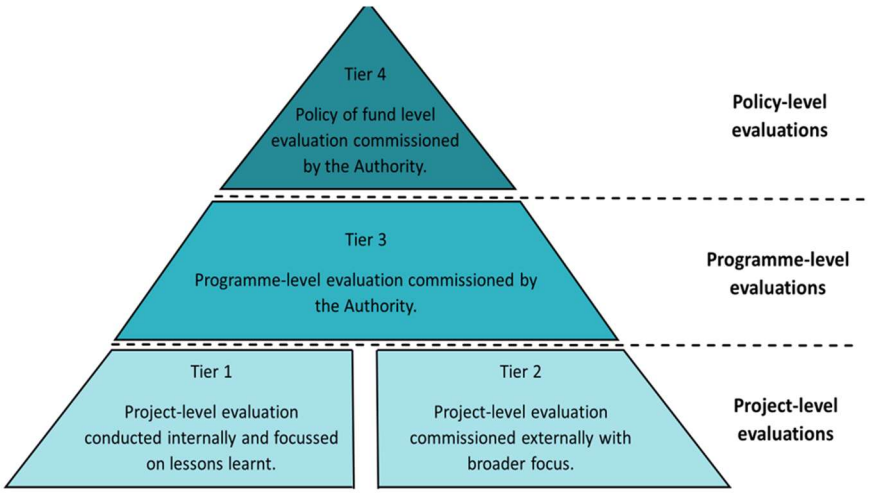
- A new, accessible, two-platformed (125m long), unstaffed railway station in Elland.
- A 38.5m long canopy to provide a sheltered waiting area.
- 116 space car park serving the station (including 12 disabled bays, up to 12 live electric charging spaces with passive provision for up to 28 more, 24 standard and 2 large cycle parking spaces and an area for motorcycle parking).
- Lifts, ramps and stepped access between car park and station platforms.
- Two pedestrian/cycle bridges over the river and canal providing traffic free access to the station from the Calderdale Greenway (Route 66) from the western side of Elland and West Vale / Greetland.
- Widened towpath alongside Park Road.
- Improved walking and cycling route to and from the Town Centre/station via Eastgate.
- New and improved signage and wayfinding.
- Landscaping and public realm enhancements along pedestrian and cycle routes.
- Improved walking and cycling route along Elland Riorges Link.
- Creating a Pedestrian Friendly Street on Wistons Lane.

It is anticipated that the delivered outputs will bring about various positive outcomes, particularly increased rail and active travel usage (and subsequent reduced car usage), quicker journey times due to reduced congestion, and increased road safety. In the longer term, it is hoped that these will cause more overarching positive impacts like improved public health, carbon reduction and growth in housing and employment.

Logic chains always include assumptions. The main assumption made in this instance is that train services will continue as currently planned to serve the newly built station in the future.

4. Evaluation tier

The WYCA Evaluation Strategy splits evaluation into four tiers, depending on the scale and scope of the scheme (see diagram below). The Evaluation Team is responsible for programme level evaluations, including developing Evaluation Frameworks for all major funding streams. If the scheme is part of a programme, this Evaluation Plan should align with the objectives, research questions and data requirements set out in the relevant evaluation framework. This is to ensure consistency of approach and data across projects and enable effective evaluation at programme level.



Independent evaluation is a core principle of the Evaluation Strategy and helps to ensure that findings are credible and impartial. Most often, this means that evaluations are carried out by external consultants (Tier 2). In some cases, such as projects with a well established evidence base, it may be suitable to conduct the evaluation internally (Tier 1). This requires dedicated time and resources from the internal team. In the table below, please indicate below whether this will be a Tier 1 or a Tier 2 evaluation and the reasoning for this choice (for Tiers 3 and 4, please contact the Evaluation Team).

Tier	Y/N	Reasoning
Tier 1 A light-touch evaluation carried out by Combined Authority staff of an individual project, focusing on how well it was delivered to identify lesson learned for future schemes. Data collection is focussed on existing monitoring data, and staff may also directly engage with stakeholders to understand their views.	☒	Internal evaluation has not been deemed suitable for this project due to its large-scale nature and budget is available to complete a more in-depth assessment of delivery, impact and value for money.
Tier 2 Evaluation of an individual project by external evaluators, usually focusing how well the project was delivered, its impact and value for money. Primary research with stakeholders and beneficiaries is conducted, alongside use of monitoring data.	☑	The high value and complexity of the Elland Station and Access Package will require Tier 2 evaluation. This will allow a detailed insight of the scheme's benefits to be captured. There should be

		sufficient budget kept available for this to be completed. This evaluation plan is being prepared to satisfy the Combined Authority's assurance process and ensure the success of the scheme and delivery of the key objectives.

5. Evaluation type

There are three broad types of evaluation – process, impact and economic. While most evaluations tend to draw on elements of all three, the main focus is usually on one or two of the three types. In the table below, consider what you would like to explore, investigate or learn about this scheme, in relation to process, impact and economic evaluations. Think about what you would most like to find out or evidence through this evaluation. It may be useful to consider any gaps in the existing evidence base, to identify where there are the greatest opportunities for learning.

For example, for a new pilot project, the priority may be focusing on process evaluation, to understand how effectively it was delivered, what worked well about the model, and implications for scaling up. Alternatively, a behaviour change project may have a major focus on impact evaluation, to understand what changes took place as a result of the scheme, who benefited, and how these outcomes were achieved.

Evaluation type	Areas of interest, relevance and opportunities for learning	Level of focus for the evaluation
Process evaluation Concerned with how a scheme was delivered, as described in the 'activities' column of the logic model – including what worked well and areas for improvement. Process evaluations identify lessons that can be used to inform the remainder of the delivery of the scheme, or the delivery of similar activities in the future.	The Elland Station and Access Package scheme is a flagship infrastructure project for WYCA and Calderdale Council, helping to develop an integrated multi modal transport system across the region. Process evaluation will have a moderate focus, to explore how the delivery of the project was undertaken and to identify any potential lessons for upcoming schemes to integrate trips for the future.	**Moderate Focus**
Impact evaluation Impact evaluations explore the outcomes and impacts achieved by a scheme – e.g. social, economic or environmental outcomes – to understand who benefited and how.	There is a strong case for change and strategic narrative behind the Elland Station and Access package project. For this reason, major focus will be taken on impact evaluation to understand how the introduction of a new rail station and associated access measures will influence travel behaviour of residents and visitors of Elland and its surrounding areas. This	**Major focus**

	will aid understanding of how investment in new rail stations can encourage use of sustainable travel modes. Furthermore, thorough impact evaluation will allow for greater understanding of other wider benefits that can be achieved through new rail station provision and associated access measures, so this can be replicated in future projects.	
Economic evaluation Concerned with understanding the cost benefit ratio or the value for money of a scheme. This may involve a comparison of the impact achieved by the scheme to the predictions set out when the business case was developed.	A minor focus will be taken on economic evaluation to gain some understanding of the value for money of new rail station schemes and rail station access packages. This will explore whether the intervention delivered the intended benefits within the budget and anticipated timeline. Rising construction costs and inflation have negatively influenced the scheme's BCR, though the strong case for change and strategic narrative behind the project justify delivery, hence the minor focus on this evaluation type.	**Minor Focus**

6. Evaluation approach

With reference to the evaluation tier and type, use the box below to summarise the overall approach to the evaluation of this scheme and the rationale behind this approach. It is important to consider the evaluation approach as early as possible in the design of an intervention, which can then be reviewed and refined as the scheme progresses through the Assurance Process.

Please provide detail on the scale and focus of the evaluation, possible quantitative and/or qualitative methods, and which groups of stakeholders or beneficiaries may be involved in data collection. This will inform the development of evaluation objectives and research questions in Part 2 of the Evaluation Plan.

Overall evaluation approach (max 500 words)
Use of TCF and CRSTS evaluation framework for evaluation objectives and research questions. *The **process evaluation** of the Elland Rail Station and Access Package will focus on how well the project was delivered and any lessons that can be taken from the delivery process to any aid future rail station and/or access package schemes. This process evaluation will be*

completed through collection of a qualitative lessons learned log to report on success of scheme delivery as a whole, to gain understanding of any activities or processes that could be tackled more efficiently and effectively in future. Furthermore, an evaluation report will be composed post-completion which will detail whether the scheme has been implemented as intended, the design has functioned appropriately and what processes worked better or worse than expected. Comparison of as-built scheme drawings to baseline planned drawings and predicted vs actual cost of scheme delivery will also be observed.

*The **impact evaluation** of the Elland Rail Station and Access Package will focus on understanding how the introduction of a new rail station, with a complementary walking and cycling access measures will encourage a shift towards more sustainable travel in Elland and its surrounding areas. This is the major priority for evaluation. Different methods will be used to evaluate the various outputs, outcomes and impacts of the scheme:*

As built drawings and physical inspection will be used to evaluate whether the planned tangible outputs of the scheme have been delivered to the expected quality.

Traffic and active mode counts will be used to measure and evaluate change in motor vehicle and active mode usage.

Public transport journey times to key centres (Leeds, Bradford) will be evaluated through journey planning tools pre and post construction from an agreed point and on a neutral date.

User surveys will be utilised to measure the following outcomes and impacts:

- *Increase in rail patronage*
- *Increased accessibility to rail*
- *Improved journey ambience for active mode users*
- *Reduced GHG emissions due to modal shift away from motor vehicles*
- *Increase in sustainable travel use to contribute to improved public health*

Household surveys will be sent to residents in the Elland Station catchment area prior to construction, to provide a picture of travel habits in Elland before station provision, which can then be compared after delivery. It will also be useful to undertake user surveys at the station, once complete and operational, to capture how new users travelled in the past and present. Surveys of active users utilising the new access package will also be used to gain understanding of public opinion on the new facilities and how travel habits have changed.

Increase in rail patronage will also be evaluated through monitoring levels of usage at surrounding stations (Brighouse, Halifax, Huddersfield) pre and post completion to gauge the degree of abstraction from other stations.

Improved accessibility to rail will also be evaluated through travel time and distance analysis (TRACC) mapping activities, comparing resident access to a rail station before and after scheme delivery.

***Economic evaluation** will focus on the BCR and value for money of the station and access package intervention, rail fares and other associated station revenues, and the wider impact on the economy. As the economic evaluation is a minor focus and due to lack of readily available data, we will not be completing a full quantitative assessment of economic impact. Therefore, we will action a high-level qualitative assessment of the impact on employment for nearby businesses. This will be supported by a quantitative assessment of employment*

growth at the nearby Lowfields Business Park, and monitoring of revenues generated by the station and rail fares, as well as predicted and actual BCR and VfM of scheme.

The measurement and evaluation approach of any outcomes and impacts not mentioned can be found in the indicator bank (Appendix C).

A baseline, one-year post and five-year post data collection will be carried out for each of the metrics detailed in the indicator bank (Appendix C), unless stated otherwise.

7. Establishing a baseline

In order to understand the difference a scheme has made, it is important to have reliable contextual information. This means that evaluations require a baseline: a measure of the situation before a scheme is implemented, that can be compared with data on the situation after a scheme has taken place.

Pre-intervention data collection is key to establishing a baseline – some examples include: energy meter reading for retrofit interventions, bus journey times for transport, and the existing employment status of participants in a skills programme).

Please ensure you submit any baseline data you have collected (for example survey results, traffic count data files) clearly labelled within your FBC or BJC submission. This will ensure that files can easily be found for any evaluation that is conducted during and after the intervention.

Use the box below to detail how a baseline will be established for this scheme, including the time period to be covered by the baseline and the use of any new or existing data sources. For new data sources, please detail how and when the data will be collected.

Baseline data collection must be provided at ATP if not before FBC submission. (Can be collected between 12 and 3 months before start on site). This will be uploaded to PIMS.

*Final scheme designs will be used as a baseline for the **physical outputs** of the scheme, which can be compared with as-built drawings post-completion.*

*To gauge a baseline for **rail patronage** in Elland and surrounding areas, household surveys will be distributed to all residences in Elland Station catchment area. The survey will capture how residents typically travel to a list of locations (Leeds, Bradford etc) and for commuting journeys prior to rail station and access package implementation. This will also provide a baseline to evaluate **modal shift** and associated **carbon impact**. A monetary incentive will need to be provided to increase engagement.*
*Baseline for **rail patronage** will also be gauged by collecting ORR/Network Rail figures on usage at surrounding stations (Brighouse, Halifax, Huddersfield) prior to the delivery of the new Elland Station, which can then be compared and account for abstraction post-completion. Interview surveys with new station users will also be used to gauge the access mode used by rail passengers in order to access Elland Station, as well as origins and destinations, and whether they previously accessed the rail network via a nearby rail station (gauging the degree of abstraction from other stations), though this cannot be captured until post-completion.*

*Traffic and active mode counts will be collected at strategically selected locations (see figure 7-1 below) to provide a baseline for **car trips** and **active travel trips** before station delivery. This can be repeated post completion to understand the impact of the station and access package on modal choice.*

*A contextual baseline for **air pollutants** will be established using an existing air quality monitoring site on the A629, roughly one kilometre from the proposed station site. This can be compared with pollutant levels post-completion to understand if rail station and access package introduction has caused any reduction, though any impact cannot be directly attributed to delivery as there are many other external factors, so this is merely a contextual measure.*

*Improved **accessibility to rail** will be baselined through a number of methods. One will include the household surveys mentioned above, as these can be used to capture the current situation on access to rail stations, including for those with accessibility needs, through targeted questioning. Furthermore, survey interviews carried out at the station post-completion can capture views of users on past and present rail station access, including those with accessibility needs. In addition, engagement with accessibility groups in Elland and surrounding areas prior to delivery will provide a qualitative baseline of views on rail station access which can then be compared post-completion. Finally, a more literal and quantitative baseline on access to rail will be represented using journey time/distance analysis mapping (TRACC) to understand the proportion of residences in the Elland Station catchment area that are currently within 3km of a station. This will then be compared post-completion.*

*A baseline for **car journey times** will be established through use of TrafficMaster data to understand average journey times on the A629 prior to rail station delivery. This can then be compared on the same corridor post-completion to understand if improved rail provision has alleviated pressure on the road network.*

*A baseline for **cycle connectivity** will be collected by observing the current route/link to NCN66 in Elland. This will be compared with the ease of connection to the route once new cycle infrastructure is delivered as part of the access package, using maps and as-built drawings.*

*In order to measure road safety changes pre and post-scheme delivery, a baseline figure for active mode users involved in **road traffic collisions** at cluster sites will be collected using KSI (killed or seriously injured) data from STATS-19.*

***Journey ambience** for active mode users will be qualitatively baselined using 'before' pictures of routes to be upgraded as part of the access package, which can then be compared post-delivery. Furthermore, user surveys will be carried out post-completion to understand views on the new infrastructure and placemaking/landscaping, and how they felt using the route before enhancement (if applicable).*

***Sustainable economic growth** is a high-level impact and will be difficult to attribute to the scheme specifically, however new businesses in the Elland station catchment area can be surveyed one-year and five-years post-completion to understand if the new station influenced their choice to locate in the area. Furthermore, a baseline for business activity/plot vacancies and travel to work at Lowfields Business Park can be collected and compared to levels post-completion.*

*Increased **social mobility** is another high-level impact which will be difficult to attribute directly to the delivery of the station and access package, however a baseline can be*

collected using the most recent Index of Multiple Deprivation (IMD) for Elland and it's surrounding areas, which is expected in late 2025. This measure is usually updated every 3-5 years so the post-completion IMD data can be used contextually to understand if any change has occurred.

A baseline for ***greenhouse gas emissions*** *is difficult to accurately report, however, the aforementioned household surveys that will be distributed can capture current levels of car usage in the Elland Station catchment area, from which we can calculate an estimate for carbon emissions produced by these vehicles. This will be repeated post-completion, and any modal shift away from car caused by the new Rail Station and Access Package provision will allow for a carbon saving to be determined. It must be noted that capital carbon from project construction will need to be factored into any post-completion calculations.*

To measure ***business growth and employment activity*** *before project delivery, local employment levels and business activity will need to be measured. Specifically, for Lowfields Business Park, data on employee numbers and plot vacancies should be obtained to allow for comparison post-completion. In addition, existing data like ONS labour market statistics, job seeker allowance claims, and net change in employment land taken from planning approvals and build out completions should be collected before scheme delivery.*

A baseline for ***GVA and productivity*** *can be captured by collecting the Gross Value-Added figure for Calderdale prior to scheme delivery. This can then be compared with the figure around five-years post-completion to understand if the project has had an impact on GVA. This is another measure which cannot be directly attributed to the scheme and will just be provided for contextual purposes.*

A baseline for use of ***sustainable travel to contribute towards public health*** *is difficult to measure and attribute to the Elland Station and Access Package scheme. However, the active mode counts previously mentioned will be utilised to measure this impact, since it is common knowledge that increased walking and cycling has an undeniable positive effect on public health.*

The level and type of residential and employment development that materialises (the latter of which covers new start-ups, relations and expansions) will measure ***housing and business growth*** *in the Elland Station catchment area. A baseline figure for number of residences and employment sites will be collected pre-construction. The previously mentioned occupant and employee counts at Lowfields Business Park can also be used as a baseline for business growth.*

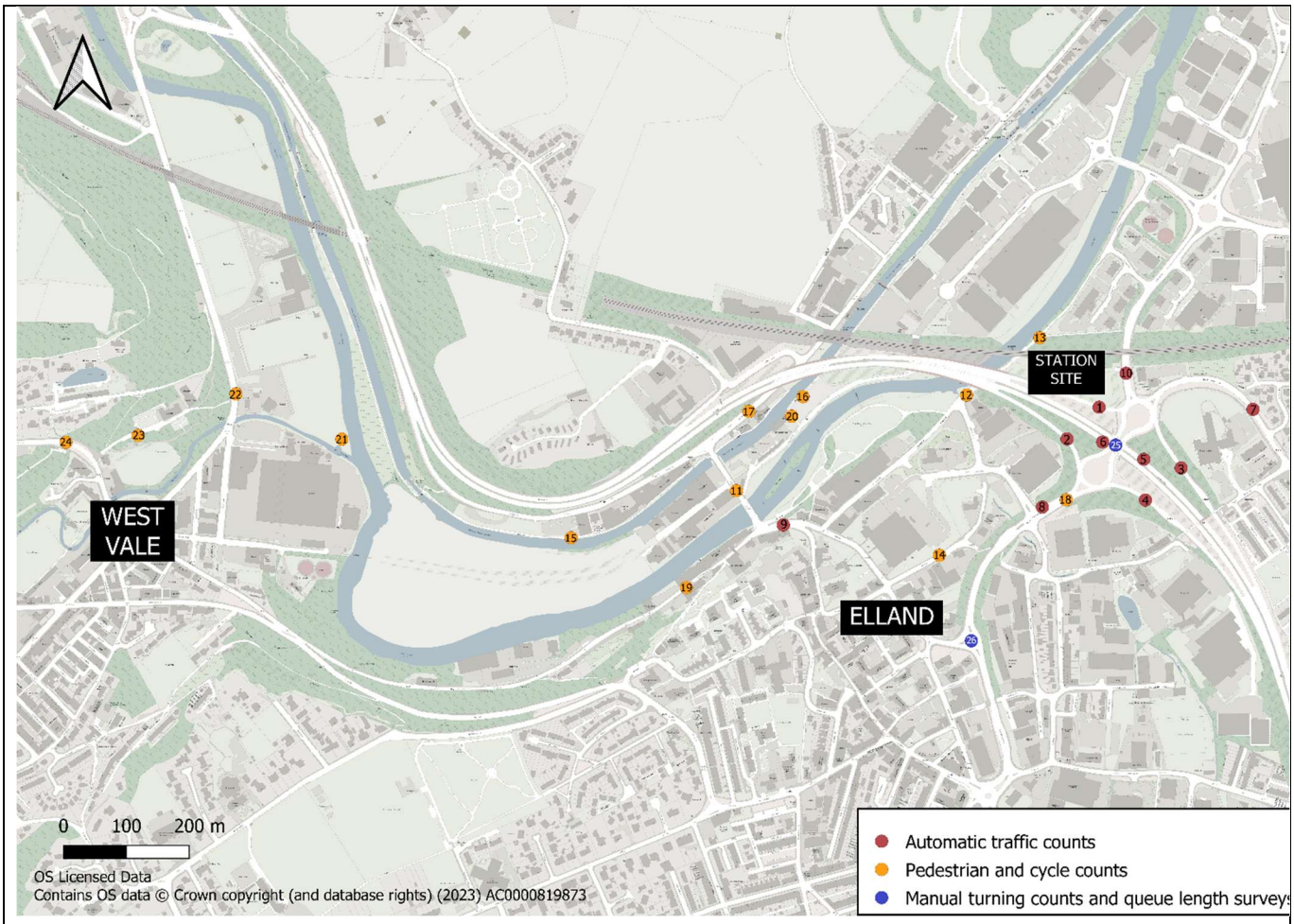


Figure 7-1: Active travel and vehicle count locations

Type of count	Map ref	Location	Notes
Automatic traffic counters	1	A629 eastbound off-slip	Nos. 1-6 combine to count all A629 traffic on, off and across the junction
	2	A629 westbound on-slip	
	3	A629 eastbound on-slip	
	4	A629 westbound off-slip	
	5	A629 eastbound	
	6	A629 westbound	
	7	Elland Riorges Link (near Elland Lane)	
	8	Elland Riorges Link (south of A269)	
	9	Briggate	
	10	Lowfields Way	
Pedestrian and cycle counts	11	Elland Bridge	
	12	Century Road	
	13	Old Power Way	
	14	Eastgate	
	15	Calder and Hebble Navigation (West)	
	16	Calder and Hebble Navigation (East)	
	17	Park Road	
	18	Elland Riorges Link (south of A269)	
	19	Saddleworth Road	
	20	Elland new bridges	Post completion only
	21	West Vale new bridge	
	22	Stainland Road	

	23	*Clay House Path*	
	24	*Rochdale Road*	
Manual turning counts and queue length surveys	*25*	*A629 / Elland Riorges Link Roundabout*	*All arms*
	26	*Elland Riorges Link / Briggate*	

8. Evaluation budget

Every scheme should have a dedicated budget for evaluation. When allocating an evaluation budget, it is important to consider a range of factors, including: the scheme's scale, complexity and overall budget; the strength of the existing evidence base; the evaluation approach, type and tier; and level of primary research required.

For support with setting an evaluation budget, get in touch with your Evaluation Team contact, or email the Evaluation Team inbox: Evaluation.Team@westyorks-ca.gov.uk.

What budget are you Allocating to evaluation?	*Total: £479,000* *Baseline: £95,800.00 (20%)* *1 year post: £167,650.00 (35%)* *5 year post: £215,550.00 (45%)* *These figures will need to be refined once proposed activities are fully costed.*

9. Evaluation Team

The Evaluation Team is responsible for programme level evaluations, including developing Evaluation Frameworks for all major funding streams. If the scheme is part of a programme, the Evaluation Plan should align with the objectives, research questions and data requirements set out in the relevant evaluation framework. This is to ensure consistency of approach and data across projects and enable effective evaluation at programme level.

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In this section, please detail on any support you would like from the Evaluation Team to inform the development of your evaluation approach.
• *Review of the evaluation plan before submission.* • *Review of various qualitative surveys to ensure they will capture the relevant data and align with the evaluation plan.*

The space below is for feedback and notes from the Evaluation Team:

Notes:

Part 2: Full Evaluation Plan

1. Changes since Part 1

The evaluation approach may have been reviewed and refined since Part 1 of this document was completed. In particular, it is important to keep the logic model up to date to ensure it best reflects the scheme as it progresses through the Assurance Process.

Please use the space below to detail any changes since Part 1 was completed, including any changes to the evaluation approach and the evaluation budget. A revised logic model should also be included as Appendix B.
The Evaluation Scope and Approach (Part 1) and Full Evaluation Plan (Part 2) have been developed in tandem as the scheme is resubmitting at FBC stage, four years after initial FBC submission where the evaluation plan template had not yet been developed. Therefore, there is no change in evaluation approach since Part 1 was submitted, yet some aspects have changed since the superseded Monitoring and Evaluation Plan and Benefits Realisation Plan were submitted in 2021. Changes include slight tweaking of the project objectives to make them more measurable, and amendment of the logic model to fit the template that has been introduced since the 2021 submission.

2. Evaluation objectives and research questions

Evaluation objectives define the purpose, scale, scope and focus of the evaluation. Schemes are expected to have around three evaluation objectives, which are closely tied to the logic model and guide the overall approach and methodology.

Each evaluation objective should be explored through a series of more detailed research questions, which provide the lines of enquiry for the evaluation to pursue. Research questions can focus on:

- Describing and observing what happened
- Understanding the relationship between cause and effect
- Predicting what might happen as a result of the intervention
- Focused on understanding how a particular change or outcome happens

Example – Business Growth Programme

Evaluation objective: *To determine whether businesses that received a grant increased their turnover and staffing levels to a greater extent than businesses with similar characteristics that did not receive a grant.*

Research questions:

- *What change in turnover and staffing levels is visible in firms supported and those firms not supported by the programme?*
- *How does any change in turnover and staffing levels in supported firms differ to unsupported firms with similar characteristics?*
- *What other factors may account for differences in turnover and staffing levels between supported and unsupported firms?*
- *Who benefits from this scheme and what are the implications considering our commitment to Equality, Diversity, and Inclusion?*

When setting evaluation objectives and research questions, it is important to consider the evaluation type (i.e. process, impact, economic) to guide the focus of the study. Evaluation objectives and research questions may also explore key priorities for the Combined Authority, including Equity, Diversity and Inclusion (EDI), Inclusive Growth, tackling the climate crisis and mayoral pledges. If applicable, please set a dedicated EDI research question, in line with the Equality Impact Assessment for your scheme.

If your scheme is part of a programme, the evaluation objectives and research questions should also align with those in the programme's evaluation framework. If you are unsure whether a programme evaluation framework has been developed, please check with the Evaluation Team.

Use the table below to set out the evaluation objectives and corresponding research questions for this evaluation, adding any extra rows as needed.

Evaluation Objective	Corresponding research questions
1. To determine the extent to which the project has increased the number of journeys made by low carbon, sustainable modes	1.a) To what extent do the new rail trips from Elland station represent modal shift away from car use rather than from different origin stations?
	1.b) What is the impact of the sustainable access package on levels of walking and cycling?
	1.c) Did the scheme increase rail patronage as a whole?

2. To determine the extent to which the scheme has enabled better access to skills and opportunities for individuals, and improved access to skilled labour for businesses.	2.a) For those living within three kilometres of the new rail station, how did access to jobs and training opportunities improve?
	2.b) Have businesses at Lowfields Business Park found it easier to recruit and retain staff?
8. To determine the extent to which the project has Delivered more inclusive, accessible and safe transport infrastructure for all users, including those with protected characteristics.	3.a) Has the scheme contributed towards delivery of a safer and more accessible rail network?
	3.b) Has the scheme contributed towards a safer and more accessible network for active travel users?

3. Beneficiaries

This section involves considering how the different beneficiaries of the scheme will be engaged in the evaluation. There are two types of beneficiaries:

- **Direct beneficiaries** includes anyone targeted by the scheme. Some examples might be participants in behaviour change initiatives that promote active travel, recipients of business grants or loans, or schools and young people engaged through an enterprise adviser scheme. Data collection with direct beneficiaries should be considered in detail in the Data Protection Impact Assessment (DPIA) for the evaluation.
- **Indirect beneficiaries** are defined as anyone who benefits but is not directly targeted by the scheme. Examples of this might be residents in areas where we are delivering flood defence schemes, or business owners in areas where we plan to improve transport infrastructure and connectivity.

In the table below, detail each group of direct beneficiaries for this scheme and set out how they will be engaged in the evaluation. For example, they may be counted in monitoring data, be asked to complete surveys, or take part in focus groups. It is important to refer back to the research questions, to highlight how different groups of beneficiaries will need to be engaged to answer each question, and how impact will be evidenced for different groups.

Make sure to reference the scheme's Equality Impact Assessment (EqIA) throughout this section, so that any considerations highlighted in the assessment are reflected in the evaluation approach.

Direct beneficiaries	Engagement with the evaluation
Residents of Elland / West Vale and surrounding areas	*All residences in the Elland Station catchment area are being directly targeted by delivery of household surveys. These will include a monetary incentive to uplift levels of survey response.*

	Furthermore, those living in the station catchment may be involved in traffic and active mode counts, and any surveys being carried out on new active mode routes or at the station.
Commuters travelling to / from Elland for Work, Education or Leisure.	*This group will be engaged with through voluntary interview surveys undertaken at the new station site post completion, to gauge how travel choices have changed and understand the views of users. Surveys will also be carried out to capture the views of commuters who utilise the improved active mode routes.*
Rail users with mobility/accessibility needs	*The household and in person interview surveys will naturally capture rail users with reduced mobility and accessibility needs who are already using the network. Engagement with specific accessibility groups in the local area, including ACDAF (Accessible Calderdale Disability Access Forum), HBDAF (Hebden Bridge Disability Access Forum) and BEAP (Network Rail Built Environment Accessibility Panel) has already taken place, and this will continue throughout delivery and beyond completion. This allows for understanding of the views of those who do not access the rail network and discover the reasons behind this. Continued engagement will also grant awareness of any changes in perceptions of and actual rail use amongst these groups as a result of the scheme.*

Please complete the same process, but for groups of indirect beneficiaries:

Indirect beneficiaries	**Engagement with the evaluation**
Local businesses, including Lowfields Business Park	*Businesses at Lowfields Business Park will be directly engaged with to understand changes in employee numbers and unit occupation once the new rail station and access package has been delivered.*
Network Rail and train operators	*We will engage with operators to understand changes in fare revenue once the new station has been delivered. Network rail will provide information on revenue generated by the station and its facilities. This will contribute to an understanding of the economic impact of the delivery of a new rail station.* *Furthermore, Network Rail and rail operators will provide timetabling information to understand the level of service that will be provided at the station.*

4. Data requirements

This section asks you about the data that will be used for the evaluation. Data refers both to quantitative data (things we can count) and qualitative data (things people say). Consider all the data that will be required to answer each of the research questions, and to measure each of the outputs, outcomes and impacts in the logic model.

This data can be broken down into a series of indicators. An indicator is a specific piece of information that can be assessed or measured to show whether outputs, outcomes and impacts have been achieved. An indicator could be a specific question in a survey, a data point or part of programme records. For example, the outcome of 'improved maths skills amongst participants', might use participants' maths test scores as an indicator, or interviews with participants could be used to understand what they feel they learned from the scheme. There may be different ways to measure the scheme's outputs, outcomes and impacts, and so each may have multiple corresponding indicators.

Please complete the Indicator Bank in **Appendix C**, including all data that will be used or collected for the evaluation of the scheme. Depending on the type of project or programme, it may be sufficient to rely on existing data – i.e., any pre-existing data sources such as the Index of Multiple Deprivation, operational data, or monitoring data. In some cases, it might also be appropriate to collect new data, including primary research with stakeholders.

There are multiple data types to consider:

- ***Quantitative data*** *refers to any information that can be expressed using numbers, such as distances, prices, income and population data. Quantitative data can be particularly useful when dealing with large sample sizes, and for benchmarking or comparisons against other information sources, such as Census data.*
- ***Qualitative data*** *collection is particularly useful because it can provide more detailed narrative of what works than numbers alone. Qualitative data is also essential in capturing lived experience and in understanding the impacts of interventions on specific groups, including implications for Equality, Diversity, and Inclusion.*
- ***Management data*** *is defined as any data relating to the management of the project or programme – this could be financial data relating to scheme spend, data relating to risk management and mitigation, stakeholder mapping, or highlight reporting.*
- ***Monitoring data*** *is defined as any data that is collected to monitor progress. This could relate to progress against the delivery of agreed outputs, such as the number of kilometres of cycle path installed as part of an Active Travel scheme. Monitoring data can also track progress against expected outcomes, such as the number of people using the new cycle path, and impacts, such as a decrease in the number of cars on the same stretch of road (providing evidence of mode switch).*

5. Counterfactual position

Schemes with a total budget of **over £1 million and with a major focus on impact evaluation** are required to set out the proposed approach to establishing a counterfactual position.

A strong impact evaluation should successfully isolate the effect of the scheme from all other potential influences, thereby producing a good estimate of what would have happened in the scheme's absence (the counterfactual). Establishing the counterfactual is inherently challenging since, by definition, it cannot be observed – it is an assessment of what would have happened if the scheme had not gone ahead.

There are multiple possible approaches to establishing a counterfactual position:

- **Observing changes in area based datasets** – for example, for a business support programme, this may involve looking at ONS data on Turnover to understand whether supported businesses saw a greater change compared to other businesses in the area.
- Using surveys, interviews or focus groups to **ask beneficiaries what they think would have happened if the scheme did not exist**. For example, using a survey to ask supported businesses to provide a turnover and employment forecast in the event that a business support scheme did not exist.
- **Establish a comparison or 'control' group** and analyse differences in performance between the group and scheme beneficiaries. For example, locating a group of non-supported businesses and comparing their performance to supported businesses. The control group should be selected to align as closely as possible with the characteristics of the scheme beneficiaries or the scheme location.
- Engaging with stakeholders to **analyse and review the logic model**, testing out key steps and underlying assumptions. This can help in identifying the steps that contributed towards the overall impact.

Please use the space below to detail how you plan to establish a counterfactual position.
Compare West Yorkshire rail patronage trends with those observed at the new Elland Rail Station. *Compare level of service at a WY rail station with a similar population catchment.* *Compare traffic volumes on similar A road nearby with those on the A629.* *Compare change in WY car trips and in Elland.* *Compare change in WY walking and cycling trips with Elland.* *Compare rail journey times across WY with Elland.* *Compare KSIs around rail station in similar sized (population) town in WY vs Elland.* *In surveys for rail users, active travel users and businesses make sure to ask their opinion on what would have happened if scheme didn't exist (for everything that uses a survey).* *Everything not included is either just monitored outputs or unattributable to the scheme.*

6. Dissemination

Part 1 of the Evaluation Plan involved identifying opportunities for learning from this scheme, as well as any gaps in the existing evidence base. Part 2 detailed the research questions to guide the evaluation, setting out what you hope to find out about the scheme.

It is important to consider how this insight will be disseminated as early as the planning stages of the evaluation. Effective dissemination is key to evaluations being both useful and used, ensuring that learning is reflected on, shared with relevant stakeholders, and embedded in future policy and practice.

There are many ways in which evaluation findings can be disseminated, depending on the intended audience. Here are a few examples that you may wish to consider:

- Reports
- Presentations
- Newsletters
- Briefing notes
- Infographics
- Workshops
- Conferences
- Academic journals
- Specialist and professional press
- Blog posts
- Video and animation

In the table below, consider the different groups of stakeholders that may find the evaluation of this scheme interesting or relevant, and areas in which they may put the findings into action. These stakeholder groups could be internal to the Combined Authority or from external organisations. For each group, consider the best ways of engaging them with the evaluation, including how and when the findings will be shared.

Stakeholder group	Ways in which evaluation findings may be used	How the evaluation will be shared or presented
Network rail and rail operators	*Lessons learned on impact of station access projects and provision of accessibility measures. Also, lessons learned on new station operation.*	*Report on lessons learned/sharing of lessons learned log*
Residents of Elland and surrounding areas	*To understand if public views were considered in the*	*'You said we did' report*

	design and delivery of the station and access project	
Accessibility groups	*To understand how effective accessibility measures have been to enable rail and active mode use amongst those with accessibility needs.*	*Presentations to different groups. Accessibility report?*
District partners	*To inform future delivery of rail station and access projects. Serve as demonstrator scheme to share best practice and learnings.*	*Sharing of lessons learned log/lessons learned report*

7. Evaluation timeline

Please provide detail on the timeline for the evaluation. If the evaluation is to be conducted by external consultants (i.e. Tier 2), please include the timeline for issuing the brief and contracting.

Issue brief: If commissioning an external evaluation, when will the brief be available to tenderers?	*June 2025*
Secure consultant: If commissioning an external evaluation, when will the successful tenderers be notified?	*October 2025*
Start date: When do you intend for the evaluation to start?	*November 2025*
Interim evaluation: If you intend to conduct an interim evaluation, when will this be completed? An interim evaluation can be helpful in reviewing progress part way through an intervention, to make changes to the remaining delivery period. It is important to consider whether it will be possible to see results by the mid-point, and whether there will be opportunities to embed learning throughout the remaining lifetime of a scheme.	*1 Year - December 2028* *5 Years – December 2032*
End date: When do you expect the full evaluation to be completed?	*June 2033*

When schemes come to project closure, the Evaluation Team review the documentation to ensure that the planned evaluation activity has been carried out, and that adequate arrangements are in place to support any further evaluation work before the project closes. Please ensure that all evaluation reports and lessons learned logs are shared with the team, so that these can be reviewed and added to the evidence base.

9. Evaluation project management

The evaluation should have one main point of contact with oversight of the scheme, supported by a structure with clear roles and responsibilities for monitoring and managing the evaluation through its various stages.

There will also be a range of stakeholders that will need to be involved in the evaluation to ensure it runs smoothly, engages the right people and is embedded effectively in the delivery of the scheme.

Please complete the table below to detail who will be involved in managing the evaluation, adding or removing rows as required.

Who is responsible for managing the evaluation?	*Baselining will be managed by the Project Teams led by Royston Colley, Infrastructure Project Manager, WYCA and Thomas Stratford, Project Manager, BCC* *Evaluation will be managed by Anna Woodhouse, Evaluation Manager, WYCA*
What are the governance arrangements for the evaluation?	*WYCA-led, conducted by external consultant*
Who are the other key stakeholders connected to the evaluation?	*Adrian Gill* – Assistant Director Strategic Infrastructure *Borough Council of Calderdale*
	Mary Farrar - Corporate Lead (Transportation) Borough Council of Calderdale
	Thomas Murphy - Transport Project Lead (Transport Projects) WYCA
	Louise Ratliffe – Senior Project Manager (Transport Projects) WYCA
	Mohammed Shah – Programme Lead (Major Projects) Borough Council of Calderdale
	James Driver - Senior Project Manager (Major Projects) Borough Council of Calderdale
	Thomas Stratford - Project Manager (Major Projects)
	Royston Colley – Infrastructure Project Manager - WYCA
Technical, regulatory and industry stakeholders	*Chris Wright* - Senior Sponsor – Network Rail
	Caroline Young – Partnership and Programme Manager – Transport for the North

	Barry Graham – Senior Rail Advisor – Northern Railway
	Darren Allsopp – Stakeholder Manager East – Northern Railway

The space below is for feedback and notes from the Evaluation Team:

Notes:

Appendix A: Part 1 logic model

Context
What are the opportunities and/or challenges that the scheme seeks to address? What is the policy context in which the scheme sits? What economic, environmental, or social trends provide important context? *Elland and its surrounding areas currently have no direct rail link, meaning residents and visitors mostly rely on private car or bus journeys to get around, contributing to congestion around the town and on the A629. The proposed Elland Station will sit on the existing Calder Valley Line which connects towns in Calderdale with key centres like Leeds and Bradford. The Elland, Greetland and Stainland wards boast a population of just under 25,000 people who will be directly served by the new rail station and associated access package. This provides a great opportunity for modal shift towards sustainable travel like rail and active modes, which should reduce the issue of road congestion and its associated negative externalities of poor air quality and unreliable journey times. This aligns with local, regional and national priorities to benefit the economy, climate and public health.* High level problems: **The economy:** Congestion is constraining economic growth and ability to address economic inequality and inclusive growth **The climate:** Greenhouse Gas emissions associated with motorised transport contribute to global warming and the climate emergency **Public health:** Inactive lifestyles and particulates associated with motorised transport are negatively impacting on public health. **Housing crisis:** The Calderdale Local Plan identifies a total of 1,876 new dwellings planned in the vicinity of Elland Station by 2033. This will place additional strain on the existing transport network, reinforcing the need to improve connectivity by sustainable and active modes. Primary and local problems: **Highway capacity:** Dependency on car for strategic connectivity exacerbating issues of capacity contributing to congestion acting as a constraint to growth. **Poor connectivity:** Coupled with unreliable journey times limits attractiveness of Elland to new businesses or for housebuilding. **Walking & cycling experience:** Perceived safety issues and negative experience of traveling on foot and by bike through a car dominated environment. **Local economy**: Underperforming due to low density of higher value jobs – exacerbated by poor strategic connectivity, e.g. Lowfields Business Park is currently primarily accessed by car. **Employment offer:** Net importer of jobs i.e. more people travel into Elland for work from other areas indicating lack of opportunities for the local population. **Deprivation:** Areas in vicinity of Elland score poorly in relation to some indices of deprivation. **Access to Car:** High levels of households do not have access to a car resulting on a reliance on public transport for long distance journeys. **Public transport provision:** Services are limited to a small number of destinations, impacting ability to access jobs, education and social value opportunities, impacting inclusive growth opportunities - exacerbated by lack of rail provision.

Objectives	**Inputs**	**Activities**	**Outputs**	**Outcomes**

What are the objectives?	*What resources are needed to deliver the scheme?*	*What are the schemes main activities?*	*What direct outputs can be used to measure performance?*	*What wider outcomes will the scheme achieve if successful?*
1 - Improved journey times and reliability for strategic journeys to/from Elland, contributing to reduced congestion on A629 (25% reduction in journey time to Leeds and Bradford city centres by public transport by 2028). ***2 -*** Provide high quality infrastructure to increase the number of walking and cycling trips (by 26% by 2032) within Elland, West Vale and surrounding areas. **3 -** Boost rail mode share by increasing rail use for journeys to/from Elland, West Vale and surrounding areas (increase number of rail trips from/to Elland by 100% by 2032). ***4 -*** Improve accessibility to rail services for residents within Elland,	<u>Capital funding</u> to cover all the associated development, design and construction costs: **Station:** £34,500,000 WY+TF funding **Access package:** £10,737,038 TCF funding + £2,640,000 WY+TF **Revenue funding:** To cover the maintenance and management costs of new infrastructure. **Knowledge/Expertise:** Embedded in officers, consultants and contractors. **Evidence:** Data and research to inform the design. **Decision making:** Senior officers and political instructions and approvals	Construction management plan Enabling/pre-construction works like: environmental surveys, land acquisition, Site preparation. Construction of new rail station and car park Engagement with key stakeholders like Network Rail, Northern Rail, Lowfields Business Park, accessibility groups Network Rail design review checks Comms and engagement planning	A new, accessible, two-platformed (125m long), unstaffed railway station in Elland. A 38.5m long canopy to provide a sheltered waiting area. 116 space car park serving the station (including 12 disabled bays, up to 12 live electric charging spaces with passive provision for up to 28 more, 24 standard and 2 large cycle parking spaces and an area for motorcycle parking). Lifts, ramps and stepped access between car park and station platforms.	Increased rail patronage by residents and visitors of Elland and surrounding areas Two trains per hour in each direction: • 1tph Wigan – Leeds • 1tph Huddersfield - Bradford Increase in multi-modal journeys Reduced journey times along the A629 Reduced pollutants due to decline in stop/start traffic Reduction in public transport journey times to/from Leeds and Bradford Improved accessibility to rail Revenue from station services and rail fares

West Vale and surrounding areas (see map), including those living in the proposed new and existing dwellings (65% of households within 3km of the new station reached by 2028). ***5 -*** Support employment growth by improving access to a wider labour market for existing and prospective businesses in Elland, in particular at Lowfields Business Park, West Vale and surrounding areas (Indirect contribution to 15% increase in employees at Lowfields Business Park by 2032). ***6 -*** Reduce the number of incidents and casualties, particularly at identified collision cluster sites and for active mode users (25% reduction in pedestrian and cyclist KSIs by 2032)	**Stakeholder engagement:** Identifying opportunities and informing the design	*What are the schemes main activities?* Construction management plan. Enabling/pre-construction works like environmental surveys, land acquisition, site preparation. Construction of pedestrian and cycle infrastructure including two new bridges Traffic management activities Implementation of targeted active travel improvements at key collision cluster sites	*What direct outputs can be used to measure performance?* Access package comprising: • Two pedestrian/cycle bridges over the river and canal • Widened towpath alongside Park Road • Improved walking and cycling route to and from the Town Centre/station via Eastgate • Improved walking and cycling route along Elland Riorges Link • A pedestrian friendly street on Wiston's Lane	*What wider outcomes will the scheme achieve if successful?* Reduced number of car trips Increased number of walking and cycling trips Reduced congestion leading to quicker and more reliable journey times Improved cycling connectivity (linked to NCN Route 66 along the Navigation) Reduction in road traffic collisions (KSIs)
		What are the schemes main activities? Signage plan Installation of landscaping and public realm improvements around the station and along access package routes	*What direct outputs can be used to measure performance?* New and improved signage and wayfinding Landscaping and public realm enhancements along pedestrian and cycle routes	*What wider outcomes will the scheme achieve if successful?* Improved journey ambience for people walking and cycling

Overall Impacts
Reduced congestion enabling more sustainable economic growth. Improved connectivity and accessibility to employment, education, leisure, social and health facilities enabling social mobility. Reduced GHG emissions associated with motorised vehicles helping reduce global heating. Increase in business growth and employment opportunities Increased GVA and productivity Increased use of sustainable transport to reduce harmful emissions from transport and promote active lifestyles helping improve public health. Enabling housing and employment growth.

Appendix B: Part 2 revised logic model

Context
What are the opportunities and/or challenges that the scheme seeks to address? What is the policy context in which the scheme sits? What economic, environmental, or social trends provide important context?

Objectives	**Inputs**	**Activities**	**Outputs**	**Outcomes**
What are the objectives?	*What resources are needed to deliver the scheme?*	*What are the schemes main activities?*	*What direct outputs can be used to measure performance?*	*What wider outcomes will the scheme achieve if successful?*
		What are the schemes main activities?	*What direct outputs can be used to measure performance?*	*What wider outcomes will the scheme achieve if successful?*
		What are the schemes main activities?	*What direct outputs can be used to measure performance?*	*What wider outcomes will the scheme achieve if successful?*
		What are the schemes main activities?	*What direct outputs can be used to measure performance?*	*What wider outcomes will the scheme achieve if successful?*

Overall Impacts
What overall impact will the scheme achieve?

Appendix C: Indicator bank

An Excel template is provided for completing the Indicator Bank. Please either copy and paste the completed template into this word document, or include a link to the Excel file.

Evaluation Plan Template

Output/ outcome/ impact	Indicator	Data source	Data type	New / existing	Collected by	Location	Sampling approach	Sample size	Baseline data	Actual	Time period	Frequency	Relevant research question(s)	Notes
Copy directly from the revised logic model	*A measure of whether the output, outcome or impact has been achieved*	*E.g. ONS survey, event data, interviews, focus group*	*Qualitative, quantitative, management data, monitoring data*	*If new data collection or already available*	*Who collects the data?*	*Where will data collection take place? E.g. online, co-ordinates of AI counters etc.*	*Who will data be collected from? How will they be selected?*	*How many people will data be collected about?*	*Will the indicator be included in the baseline?*	*Where possible, please provide the actual figure.*	*What time period will the data cover? When does data collection start and end?*	*How often is the data collected or updated?*	*To correspond with questions in the evaluation plan*	*Any further detail as needed, including any relevant links*
A new, accessible, two-platformed (125m long), unstaffed railway station in Elland	As-built drawings		Quantitative	New	*Project team*	*At station*					Baseline (3-6months before start on site) At practical completion		3a	
A 38.5m long canopy to provide a sheltered waiting area	As-built drawings		Quantitative	New	*Project team*	*At station*					Baseline (3-6months before start on site) At practical completion		3a	
116 space car park serving the station (including 12 disabled bays, up to 12 live electric charging spaces with passive provision for up to 28 more, 24 standard and 2	As-built drawings	Number of new parking spaces	Quantitative	New	*Project team*	*At station*					Baseline (3-6months before start on site) At practical completion		3a	

large cycle parking spaces and an area for motorcycle parking)														
Lifts, ramps and stepped access between car park and station platforms	As-built drawings		Quantitative	New	*Project team*	*At station*					Baseline (3-6months before start on site) At practical completion		3a	
Two pedestrian/cycle bridges over the river and canal.	As-built drawings		Quantitative	New	*Project team*	*At proposed bridge locations*					Baseline (3-6months before start on site) At practical completion		2a, 3b	
Widened towpath alongside Park Road	As-built drawings		Quantitative	New	*Project team*	*At towpath*					Baseline (3-6months before start on site) At practical completion		3b	
Improved walking and cycling route to and from the Town Centre/station via Eastgate	As-built drawings	Number of new crossings, km of new walking or cycling route	Qualitative	New	*Project team*	*Along route*					Baseline (3-6months before start on site) At practical completion		3b	
Improved walking and cycling route	As-built drawings	Number of new crossings, km of new walking or	Qualitative	New	*Project team*	*At Elland Riorges Link*					Baseline (3-6months before		3b	

along Elland Riorges Link		cycling route									start on site) At practical completion			
New and improved signage and wayfinding	As-built drawings	Number of new signs	Quantitative	New	*Project team*	*Along route(s)*					Baseline (3-6months before start on site) At practical completion		3b	
Landscaping and public realm enhancements along pedestrian and cycle routes	As-built drawings		Qualitative	New	*Project team*	*Along route(s)*					Baseline (3-6months before start on site) At practical completion		3b	
A pedestrian friendly street on Wistons Lane	As-built drawings		Qualitative	New	*Project team*	*Wistons Lane*					Baseline (3-6months before start on site) At practical completion		3b	
Increased rail patronage by residents and visitors of Elland and surrounding areas	Number of residents using rail	Household surveys in station catchment, Calder Valley Line patronage data, annual station usage estimates for surrounding stations	Quantitative	New and existing (respectively)	*Baseline: WYCA?* *Post completion: Procured consultant for evaluation*	*Online/postal surveys, station catchment*	Residents within Elland Station catchment, Elland and surrounding station users	All residences in Elland catchment			Baseline (3-6months before start on site) 1-year post-completion 5-year post completion		1a, 1c	

		(Halifax, Huddersfield, Brighouse) and Elland (ORR)												
Two trains per hour in each direction	Number of trains calling at the station	Timetable data	Quantitative	Existing	*Network Rail*	*Online*					Baseline (3-6months before start on site) 1-year post-completion		3a	
Increase in multi modal journeys	Use of station cycle parking, use of EV charge-points	Use of new cycle parking, Chargepoint usage	Quantitative	New	*Project team*	*At site*					1-year post-completion 5-year post completion		1b, 3b	
Reduced journey times on the A629	Journey times on A629	Trafficmaster data	Quantitative	New	*Procured consultant for evaluation*						Baseline (3-6months before start on site) 1-year post-completion 5-year post completion		2a	
Reduced pollutants due to decline in stop/start traffic	Levels of particulates	Local air quality monitor (ID:LV-EWD)	Quantitative	Existing	*Procured consultant for evaluation*	*Local air quality monitor on A629 (ID: LV-EWD)*					Baseline (3-6months before start on site) 5-year post completion		1a?	
Reduction in public transport journey times to/from Leeds and Bradford	Public transport journey times	Public transport journey planners	Quantitative	Existing	*Project team or procured consultant for evaluation*	*From central Elland location at a neutral time and date*					Baseline (3-6months before start on site)		2a, 3a?	

											1-year post-completion			
Improved accessibility to rail	Number of people with accessibility needs accessing the new station, Proportion of households within 3km of new station	Household surveys, surveys completed at Elland station post-completion, engagement with accessibility groups, TRACC map	Qualitative and quantitative	New	*Procured consultant for evaluation*	*At new station, postal/online, online*	Users with accessibility needs, accessibility groups, residences in Elland Station catchment area				Baseline (3-6months before start on site) 1-year post-completion 5-year post completion		**1c, 3a**	
Revenue from station services and rail fares	Revenue generated	Revenue from station facilities like car park, rail fares from train operators/ network rail	Quantitative	Existing	*Procured consultant for evaluation*	*Online*					Baseline (3-6months before start on site) 1-year post-completion 5-year post completion		**1c**	
Reduced number of car trips	Number of cars	Automatic traffic counts at strategic locations	Quantitative	New	*Procured consultant for evaluation*	*(see Figure 7-1)* *1 A629 eastbound off-slip* *2 A629 westbound on-slip* *3 A629 eastbound on-slip* *4 A629 westbound off-slip*	Passing road users at selected locations				Baseline (3-6months before start on site) 1-year post-completion 5-year post completion		**1a, 1b**	

						5 A629 eastbound mainline *6 A629 westbound mainline* *7 Elland Riorges Link (near Elland Lane)* *8 Elland Riorges Link (south of A268)* *9 Briggate* *10 Lowfields Way*								
Increased number of walking and cycling trips	Number of people walking and cycling	Active travel counts at strategic locations	Quantitative	New	*Procured consultant for evaluation*	*(see Figure 7-1)* *11 Elland Bridge* *12 Century Road* *13 Old Power Way* *14 Eastgate* *15 Calder and Hebble Navigation (west)* *16 Calder and Hebble Navigation (east)* *17 Park Road* *18 Elland Riorges Link (south of A629)* *19 Saddleworth Road* *20 Elland new bridges* *21 West Vale new bridge* *22 Stainland Road* *23 Clay House Path*	Passing active travel users at selected locations				Baseline (3-6months before start on site) 1-year post-completion 5-year post completion		**1b**	

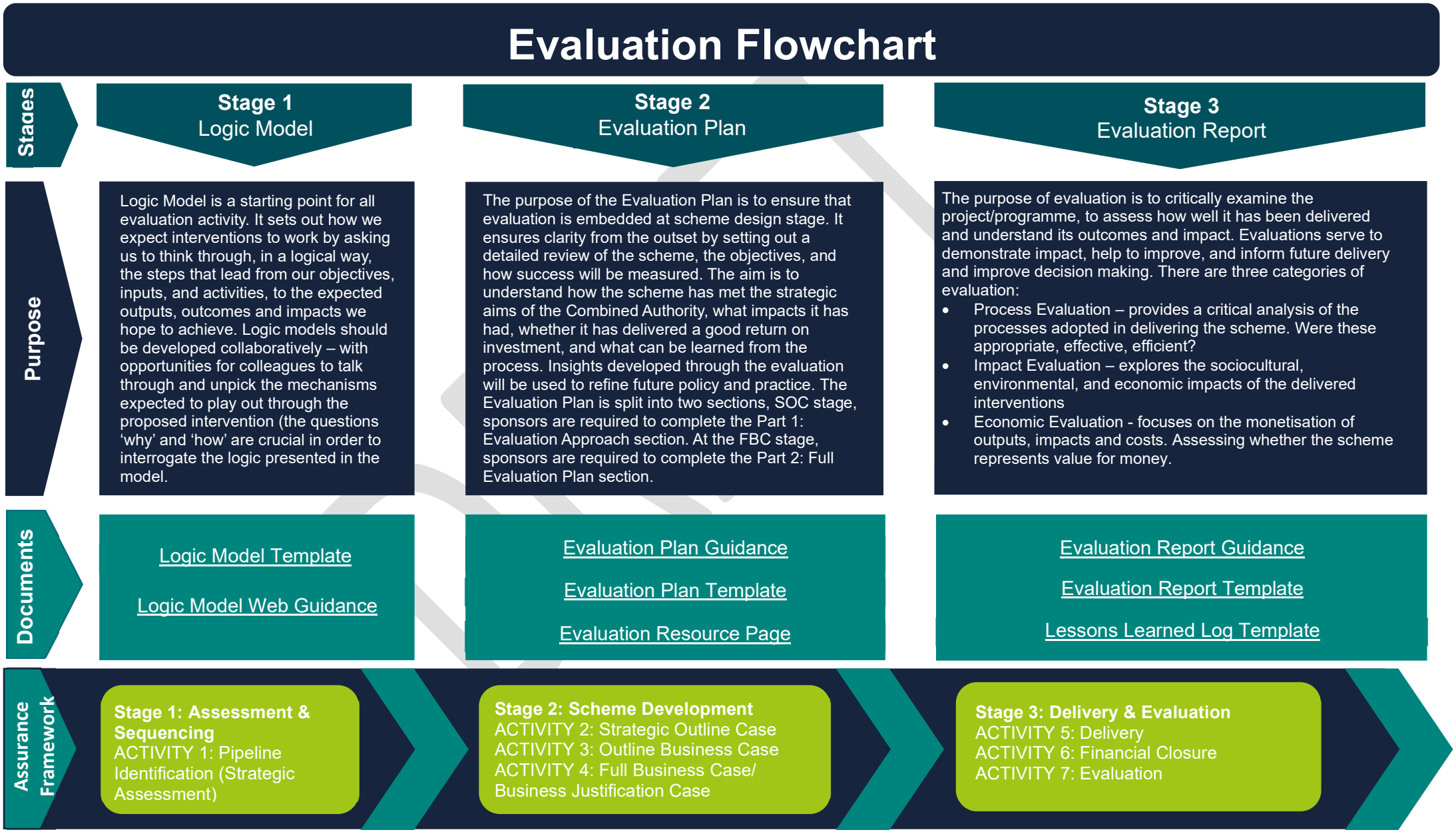
						24 Rochdale Road								
Reduced congestion leading to quicker and more reliable journey times	Journey times, Queue length at strategic locations	Trafficmaster, Manual tuning counts and queue length surveys	Quantitative	New	*Procured consultant for evaluation*	*Journey times along the A629, A6025 Park Road, Elland Riorges Link/Elland Lane, Dewsbury Road B6114, Saddleworth Road and B6113 Rochdale Road* *(see figure 7-1)MTCs and QLs at 25 A629/ Elland Riorges Link Roundabout 26 Elland Riorges Link / Briggate*	Road users on selected corridors				Baseline (3-6months before start on site) 1-year post-completion 5-year post completion			
Improved cycling connectivity	Link to NCN	As-built	Quantitative	New	*Project team?*	*NCN66*					Baseline (3-6months before start on site) 1-year post completion		3b	
Reduction in road traffic collisions (KSIs)	KSIs for pedestrians and cyclists	STATS19	Quantitative	Existing	*Procured consultant for evaluation*	*Station catchment*	Active mode users involved in reported road traffic collisions				Baseline (3-6months before start on site) 1-year post-completion 5-year post completion		3b	

Improved journey ambience for people walking and cycling	Public perception and overall aesthetic	Before/after pictures. User surveys	Qualitative	New	*Project team/Procured consultant for evaluation*	*Along access package routes*	Users of new active travel route				Baseline (3-6months before start on site) 1-year post completion		3b	
Reduced congestion enabling more sustainable economic growth.	Local economic growth	Travel to work and business activity/plot vacancy surveys at Lowfields Business Park. New business surveys to understand rail station influence.	Quantitative /qualitative	New	*Procured consultant for evaluation*	*Lowfields Business Park and new businesses in the Elland Station catchment area.*	Lowfields Business Park employees and local businesses.				Baseline (3-6months before start on site) 1-year post-completion 5-year post completion		2a, 2b	
Improved connectivity and accessibility to employment, education, leisure, social and health facilities enabling social mobility	Change in deprivation levels in Elland and surrounding areas	Comparison of IMD in Elland and surrounding areas before delivery and next available data post-completion.	Quantitative	Existing	*Project team*	*Elland station catchment area*					Baseline (3-6months before start on site) 1-year post-completion 5-year post completion		2a	
Reduced GHG emissions associated with motorised vehicles helping reduce global heating.	Mode shift away from cars	Surveys at Elland Station post completion, household surveys to capture mode shift	Quantitative	New	*Baseline survey: WYCA?* *Procured consultant for evaluation*	*At new station, postal/online*		All residences in Elland catchment			Baseline (3-6months before start on site) 1-year post-completion 5-year post completion		1a	

Increase in business growth and employment opportunities	Employment levels, local business activity	Number of employee and occupants at Lowfields Business Park, ONS labour market statistics, job seeker allowance claims, net change in employment land taken from planning approvals and build out completions.	Quantitative	New	*Procured consultant for evaluation*	*Online*					Baseline (3-6months before start on site) 1-year post-completion 5-year post completion		2a, 2b	
Increased GVA and productivity	GVA	Local GVA	Quantitative	Existing	*Procured consultant for evaluation*						Baseline (3-6months before start on site) 5-year post completion		2a, 2b	
Increased use of sustainable transport to reduce harmful emissions from transport and promote active lifestyles helping improve public health.	Number of people using public and active travel	Survey of Elland Station users at completion, household surveys	Quantitative	New	*Procured consultant for evaluation*	*At new station, postal/online*		All residences in Elland catchment			Baseline (3-6months before start on site) 1-year post-completion 5-year post completion		1a, 1b, 1c	

Enabling housing and employment growth.	The level and type of residential and employment development that has materialised (the latter of which covers new start-ups, relations and expansions)	Collation of planning approval data from Calderdale Metropolitan Borough Council and engagement with the planning teams	Quantitative	Existing?	*Procured consultant for evaluation*	*Elland Station catchment area*					Baseline (3-6months before start on site) 1-year post-completion 5-year post completion		2a, 2b	

Appendix D: Evaluation Flowchart



Find out more

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