

Service	Route	Cost per Passenger	Passengers Total	Accessibility (Bus service provides access to key essential services e.g. health, education, shopping and reduces social exclusion)	Economic Regeneration (Bus Service provides access to main employment areas and supports economic regeneration by providing a way for business to access the workforce they need)	Integration (Integration with other modes of transport and connections with other main bus services)	Sustainability (Bus service provides an attractive alternative to the private car & contributes towards reducing the numbers of cars on the road and reducing carbon dioxide emissions)	Safety & Security (Bus service provides a safer mode of transport than the private car, both for passengers and for other road users and pedestrians e.g. some school journeys)	Recommendation	Notes	
4/4A/4B/4S	Mold-Buckley-Hawarden-Broughton-Saltney-Chester (Evenings & Sundays)	£0.39	LOW	78,990	Serves Mold town centre, Buckley, Hawarden, Broughton Shopping Park/Tesco, Saltney (Morrison's), Chester City Centre. Operates via residential areas Mercia Drive, Llewelyn Drive, Sandy Lane	Serves Airbus, Manor Lane Industrial Park, Broughton Retail Park, Mold town centre, Chester City Centre	Serves Chester Railway Station, Mold Bus Station, Chester Bus Exchange, Buckley Cross, Broughton Retail Park (key interchange)	Operates Monday to Saturday and on Sundays & Public Holidays. Frequency every 30 mins during day (Mon-Sat; Hourly after 1800h (de-minimis 23 journeys). Hourly Sundays & Public Holidays	No schools are served directly, but some school/college peak journeys are possible; CCTV on buses; all journeys low-floor	Low cost per passenger, high passenger numbers & satisfies criteria well. Represents good value for money. Continue with de-minimis arrangement and/or negotiate with operator to see if any journeys can be commercialised	Nearly a quarter of service subsidised. Largely commercial, but FCC pay for evening journeys after 1800 Mon-Sat and for diversion via Broughton Retail Park / St David's Park on Sundays
3/3A	Mold-Buckley-Penyffordd-Broughton-Salney-Chester (Evenings)	£0.59	LOW	40,460	Serves Mold, Buckley, Penyffordd, Broughton Shopping Park/Tesco, Saltney (Morrison's), Chester	Serves Airbus, Broughton Retail Park	Serves Chester Railway Station, Mold Bus Station, Chester Foregate Street, Buckley Cross, Broughton Retail Park (key interchange)	Operates Monday to Saturday. Frequency every 30 mins during day; Hourly after 1800h (de-minimis 11 journeys). Journeys on a Sunday provided by 4S/4A	No schools are served directly, but some school/college peak journeys are possible; CCTV on buses; all journeys low-floor	Low cost per passenger, high passenger numbers & satisfies criteria well. Represents good value for money. Continue with de-minimis arrangement and/or negotiate with operator to see if any journeys can be commercialised	Mainly commercial with FCC subsidising journeys after 1800 Mon-Sat and diversion of service via Penyffordd and Broughton Village in the evenings
X44 / X55	Mold-Buckley-Dobshill-Penymynydd-Broughton-Chester	£0.38	LOW	132,983	Serves Mold town centre, County Hall/Law Courts/Theatr Clwyd, Buckley, Ewloe, Hawarden, Airbus, Broughton Shopping Park, Chester Business Park, Chester City Centre. Smaller villages in between also served: Penymynydd (Well House Drive, Coed Terfyn, Coed Y Graig Housing Estates), New Brighton, Dobshill	Serves Airbus, Broughton Retail Park, Chester Business Park, town centres of 3 major towns, large employers in Mold (FCC/Law Courts/Theatr Clwyd)	Serves Chester Railway Station, Mold Bus Station, Chester Foregate Street, Buckley Cross, Broughton Retail Park (key interchange)	Operates Monday to Saturday only. Frequency hourly during daytime. Peak journeys provided, but nothing in evenings after 1700 hours from Mold & nothing on Sundays	No schools are served directly, but some school/college peak journeys are possible; CCTV on buses; all journeys low-floor	Very low cost per passenger and high passenger numbers. Satisfies criteria and represents very good value for money. Continue with de-minimis arrangement and/or negotiate with operator to see if any journeys can be commercialised	Mainly commercial, but FCC pay for all journeys to be diverted via County Hall Mold / Law Courts / Theatr Clwyd, as well as diversion of journeys via St David's Park & Chester Business Park
10	Connah's Quay-Shotton-Queensferry-Chester (Sunday Evenings)	£2.15	MEDIUM	3,844	Serves Quay Shopping Centre/Morrison's, Golftyn Primary School, Red Hall Precinct (local shops), Greyhound Retail Park, Chester City Centre, as well as main towns Connah's Quay, Shotton, Queensferry, Garden City, Blaon	Serves Wepre Drive, Quay Shopping Centre/Morrison's, Garden City, Sealand Road, Greyhound Retail Park, Chester City Centre (access to employment)	Serves Chester Bus Exchange, Shotton (Chester Road West), Shotton Railway Station	Operates Monday to Saturday and on Sundays & Public Holidays. Frequency every 15 mins during day (Mon-Sat; plus regular evening journeys after 1800h). Half hourly Sundays & Public Holidays	Some school journeys provided peak times (Golftyn Primary, Connah's Quay High School, Queensferry Primary, John Summers High School); CCTV on buses; all journeys low-floor	Cost per passenger is medium and passenger numbers average, but given that less than 5% of the service is subsidised, it represents good value for money. Continue with de-minimis arrangement and review in 12 months' time	Largely commercial operation, but FCC pay for additional Sunday evening journeys between Connah's Quay, Queensferry & Chester (after 1800)
13	Chester-Saltney-Broughton-Buckley-Mold-Loggerheads (Sundays)	£16.01	HIGH	1,793	Sunday service. Serves Broughton Retail Park (shopping)	4-5 journeys to Broughton Retail Park (in each direction). Tourism for Loggerheads (Denbighshire) & Clwydian Range AONB	Serves Chester Railway Station, Chester Bus Exchange, Mold Bus Station	Sunday service only. May encourage some people to travel by bus rather than using private car, but passenger figures suggest that service is not well used.	No school journeys provided	High cost per passenger and poor performance in terms of passenger growth. Withdraw service. Serve notice on contract to end 31/10/2013	Wholly subsidised. Other journeys already provided on services 4A/4S on Sundays between Chester-Saltney-Broughton-Buckley-Mold. Penymynydd/Penyffordd likely to be cut off on Sundays if service 13 withdrawn, but possibility of negotiating diversion of several journeys on 4A/4S for small de-minimis contribution
26 / 27	Mold-Leeswood-Caergwrle-Wrexham (early morning)	£3.34	MEDIUM	2,123	Serves Mold town centre, Caergwrle (local shops), Wrexham town centre, Wrexham Maelor Hospital (health), rural communities of Leeswood, Pontblyddyn, Abermorddu and urban villages Gwersyllt, Summerhill (social inclusion)	Access from rural communities to urban areas of Mold and Wrexham for employment & business. Leisure opportunities at Gwersyllt Gwyn Evans Sports Centre	Serves Mold and Wrexham Bus Stations (bus service connections), Caergwrle Railway Station (Wrexham-Bidston Line)	Operates Monday to Saturday only. Frequency hourly during daytime. Additional early morning peak journeys provided, but nothing in evenings after 1835 hours from Mold & nothing on Sundays	School journeys provided to Mold Campus, as well as opportunities for journeys to/from Yale College, Wrexham	Medium cost per passenger & low passenger numbers, but mitigated by fact that Wrexham CBC jointly subsidise service. Consider withdrawing subsidised journey unless it serves a specific purpose.	Commercial service apart from one journey (0615 from Mold to Wrexham), which is subsidised. Wrexham CBC contribute towards cost of running this journey.

11	Rhyl-Holywell-Chester (Evenings)	£0.61	LOW	28,660	Strategic service - Cheshire, Flintshire & Denbighshire. Serves all major towns: Flint, Holywell, Connah's Quay, Shotton, Queensferry, Hawarden, Saltney, Rhyl, Prestatyn and Chester City Centre. Serves Deeside College (education); Airbus (employment); small villages Bagillt, Greenfield, Mostyn, Gronant, Ffynnongroyw, Maes Pennant (local shops). Provides connections to Ysbyty Glan Clwyd, Chester Countess Hospital. Shopping at Broughton/Flint/Prestatyn Retail Parks	Airbus, Greenfield Industrial Park, Mostyn docks, Flint (Aber Road, Castle Park Industrial Estates), Prestatyn Retail Park (Tesco); Sandycroft, Broughton Retail Park, Flint Retail Park, Chester	Interchanges at Rhyl Bus/Railway Station; Prestatyn Bus Station; Prestatyn Railway Station; Holywell Bus Station; Flint Station, Shotton Station, Chester Bus Exchange; Broughton Retail Park	Operates half-hourly frequency from as early as 0555 until 1925 giving plenty of travel choices. Journey times are quite long given that route serves so many inter-urban locations.	Service has benefitted from huge investment by Arriva with 10 brand new Wright Gemini 2 double deckers for use on the Rhyl-Chester "Cymru Coastliner" route. Vehicles have high back, faux leather seats, additional leg room, free WiFi and power points, audio visual facilities and CCTV for added security, plus all journeys are low floor. Serves coastal areas popular with tourists e.g. Talacre Beach, Presthaven Sands	Low cost per passenger, high passenger numbers. Service performs well for an inter-urban service & provides good value for money. Consider voluntary quality partnership with Arriva and/or commercialising some journeys	Subsidise all Sunday evening journeys between Rhyl, Holywell, Connah's Quay, Queensferry & Chester (after 1800); some evening journeys Rhyl-Holywell-Flint (Mon-Sat) and one early morning journey 0620 Holywell-Chester
12	Connah's Quay-Shotton-Deeside Hospital-Broughton-Saltney-Chester	Unknown - No figures provided by Arriva to date		Unknown	Serves Quay Shopping Centre/Morrison's, Connah's Quay, Shotton, Queensferry (Asda), Broughton Retail Park, Chester City Centre; Deeside Community Hospital, Manor Lane Industrial Estate, Sandycroft, Mancot, Saltney (Sandy Lane); Deeside Leisure Centre	Airbus, Manor Lane Industrial Park, Mancot & Sandycroft Industrial Estates, Chester City Centre	Shotton Railway Station; Interchanges at Queensferry (Asda) and Broughton Retail Park; Chester Bus Exchange	Operates Monday to Saturday only. Frequency every 30 mins during daytime. Peak journeys provided, but nothing in evenings after 1830 & nothing on Sundays or Public Holidays	No schools are served directly, but some school/college peak journeys are possible.	Unable to assess against matrix of cost per passenger. Diversion of services via Mancot, Sandycroft & Manor Lane are still required. Arriva have recently approached the Council with regard to future opportunities e.g. serving Deeside College. Continue dialogue with Arriva regarding commercial opportunities	Service 12 has benefitted from investment by FCC/Taith since 2008 towards 50% of the cost of purchasing 5 brand new low floor easy access vehicles. Payment for the vehicles finished on 31/03/13. FCC continues to subsidise service for journeys to divert via Mancot, Sandycroft & Manor Lane
9	Mold-Northop-Connah's Quay-Chester	£0.53	LOW	52,786	Peak journeys serve Mold Campus & Mold town centre (service 109). Serves Chester City Centre; Chester Countess Hospital, Queensferry, Shotton, Connah's Quay, Wepre Drive, Llwyni Drive	Sealand Road, Chester City Centre, Chester Countess Hospital	Shotton Railway Station; Chester Bus Exchange	Operates broadly hourly Mon-Sat with separate timetables for weekdays & Saturdays. No Sunday service and nothing after 1800 hours Mon-Sat	Serves Mold Campus on school days	Low cost per passenger, high passenger numbers and satisfies criteria reasonably well. Continue with payment for serving Countess Hospital. Payment for vehicles due to finish on 31/08/2013. Seek possible contribution from Cheshire	FCC pays for service 9 to divert to Countess Hospital, Chester on request and subsidy includes payment over 5 years for three brand new low floor vehicles on services 9/X9 (due to cease 31/08/2013)
X9	Connah's Quay-Queensferry-Broughton Park-Wrexham	£0.93	LOW	29,943	Serves Connah's Quay town centre, Queensferry (Asda), Broughton Park (Tesco), Airbus, Wrexham Maelor Hospital, Wrexham town centre, Ruabon, Plas Madoc, Cefn Mawr; rural communities also served - Higher Kinnerton, Hope	Connah's Quay town centre, Queensferry, Broughton Retail Park, Airbus, Wrexham Maelor, Wrexham town centre, Ruabon High Street, Plas Madoc (large regional leisure and activity centre)	Shotton Railway Station; Hope Station; Interchanges at Queensferry (Asda) & Broughton Retail Park; Wrexham Bus Station	Operates hourly Mon-Fri, but gaps in afternoon when service operates school journeys. Only morning journeys provided Saturdays. No Sunday service & nothing in evenings	No schools are served directly, but some school/college peak journeys are possible in the mornings	Low cost per passenger, average passenger numbers, but satisfies criteria well. Continue with payment for serving Higher Kinnerton & Wrexham Maelor. Payment for vehicles due to finish on 31/08/2013. Seek possible contribution from Wrexham	FCC pays for service X9 to divert via Higher Kinnerton & Wrexham Maelor Hospital on most journeys (weekdays only) and subsidy includes payment over 5 years for 3 brand new low floor vehicles on services 9/X9 (due to cease 31/08/2013)
11	Rhyl-Holywell-Chester (Evenings)	£2.84	MEDIUM	19,395	Strategic service - Cheshire, Flintshire & Denbighshire. Serves all major towns: Flint, Holywell, Connah's Quay, Shotton, Queensferry, Hawarden, Saltney, Rhyl, Prestatyn and Chester City Centre, as well as links to Mold in the evenings. Serves Broughton Airbus (employment); small villages Bagillt, Greenfield, Mostyn, Maes Pennant, Ffynnongroyw, Talacre, Gronant (local shops).	Airbus, Greenfield Industrial Park, Mostyn docks, Flint (Aber Road, Castle Park Industrial Estates), Prestatyn Retail Park (Tesco); Sandycroft, Broughton Retail Park, Flint Retail Park, Chester	Interchanges at Rhyl Bus/Railway Station; Prestatyn Bus Station; Prestatyn Railway Station; Holywell Bus Station; Flint Station, Shotton Station, Queensferry, Chester Bus Exchange; Broughton Retail Park	Evening service - may provide viable alternative to private car / taxi for leisure/recreational purposes to some destinations e.g. Chester, but insignificant in terms of access to employment/economic growth	Evening service, so no school/college journeys provided, but vehicles are required to be low floor, age restricted and have on-board CCTV	Medium cost per passenger, average passenger numbers & only partially satisfies criteria. Consider withdrawal of some journeys. Serve notice on existing operator and either re-tender or consider voluntary quality partnership with Arriva to cover evening service as well as daytime.	Wholly subsidised with contract due to expire 31/10/2014. Jointly funded with Denbighshire. Medium cost per passenger and comparatively high when assessed against daytime service performance where cost per passenger is only £0.61. Lower performance is probably determined by lower passenger base in the evenings.
14	Mold-Caerwys-Bodfari-Denbigh	£14.14	HIGH	2,028	Off peak cross-boundary service into Denbighshire. Serves Mold town centre, Denbigh town centre and rural communities in between - Rhydymwyn, Nannerch, Rhes-y-Cae, Lixwm, Caerwys, Afonwen, Bodfari, Waen Aberwheeler.	Insignificant, as GHA journeys are off-peak during daytime.	Connections possible for onward travel to Chester from Denbigh-Mold & return, but more direct & more frequent connections are possible via Rhyl rather than Mold (Services 51/X52 and Service 11)	Unsustainable. Cost per passenger is high and passenger usage particularly low.	No peak school/college journeys provided. No specific	High cost per passenger, very low passenger numbers & unsustainable. Withdraw & serve notice on existing de-minimis agreement. Re-tender along with Townlynx element (see below) with several options including reduced frequency during daytime i.e. 2 hourly and demand responsive service to rural villages. Consultation required with Denbighshire	Commercially operated, but de-minimis agreement with GHA Coaches to divert service via Rhes-y-Cae. Proportion of cost recharged to Denbighshire for cross-boundary mileage. GHA provide 2 hourly service in between Townlynx journeys thereby creating hourly service during daytime.

40	Mold-Nercwys-Treuddyn-Llanfynydd-Ffrith-Cymau-Wrexham	£0.58	LOW	45,350	Serves Mold and Wrexham town centres and serves Sainsbury's Wrexham (shopping & employment). Serves rural communities Nercwys, Treuddyn, Llanfynydd, Ffrith, Cymau, Abermorddu, Cefn-y-Bed, Tan-yr-Allt and and urban village Gwersyllt (social inclusion). Serves Mold Campus (education).	Access from rural communities to urban areas of Mold and Wrexham for employment & business.	Bus interchanges at Mold Bus Station & Wrexham Bus Station. Operates in competition with Services 26/27 & 28 on common sections of route Mold-Wrexham	Operates Monday to Saturday only. Frequency broadly every 2 hours during daytime. Additional early morning peak journeys provided for schools, but nothing in evenings after 1830 hours from Mold & nothing on Sundays	Peak journeys provided both for passengers travelling to/from work and school journeys (Mold Campus, Yale College Wrexham)	Low cost per passenger, high passenger numbers. Reasonable value for money, especially for peak school journeys. Continue with current de-minimis agreements and review in 12 months' time	FCC pay for supply of 53-seater on peak journeys that serve Mold Campus on school days only, as well as diversion of service via Nercwys & Tan-yr-Allt, 0700 Wrexham to Mold journey (M-F) via Nercwys, Treuddyn, Llanfynydd, Ffrith, Cymau & provision of low floor vehicle non-school journeys. Contribution also provided by Wrexham CBC
99	Sandycroft-Queensferry-Connah's Quay-Northop-Mold	£2.75	MEDIUM	8,372	Statutory peak school journey serving Mold Campus (Ysgol Maes Garmon/Mold Alun School) providing free home to school transport for eligible school children. Also registered to take non-eligible school children and other passengers who can pay a fare	None - statutory school journeys only	None - statutory school journeys only	Statutory school journey - may be used as alternative to private car journeys	Statutory home to school transport service	Medium cost per passenger, but high passenger numbers (average 44 passengers per day). Statutory peak school journey. Continue with service, but re-tender in 2014	Although cost per passenger is medium, cost of providing peak school bus is relatively low and service has to be provided in order to provide statutory home to school transport service. Current contract with GHA Coaches due to expire 2014
SP1/SP2	Mold-Buckley-Queensferry-Deeside Industrial Park-Ellesmere Port	£0.67	LOW	145,786	Serves major towns and shopping centres: Mold, Buckley, Ewloe, Queensferry (Asda), Ellesmere Port as well as key employment sites Deeside Industrial Park, Cheshire Oaks and residential areas: Mercia Drive, Nant Mawr Road	Serves key employment sites: Deeside Industrial Park (Zones 1 and 3 Toyota); Cheshire Oaks; Queensferry (Asda); Ellesmere Port (industry)	Bus interchanges at Mold Bus Station, Buckley Cross, Queensferry (Asda), Cheshire Oaks; Ellesmere Port Bus Station. Previously served Ellesmere Port Train Station, but this ceased in May 2013, as journeys to the station are now covered by Cheshire's Service 36	Viable alternative to private car, especially to employment sites DIP and shopping/leisure outlet Cheshire Oaks without the worry of parking problems at destination. Half-hourly frequency throughout the day from as early as 0515 up to 1715 provides good travel choices for passengers. No evening or Sunday services	Vehicles are owned by FCC/Taith, but maintained by operator at their expense. Vehicles are low floor and equipped with on-board CCTV	Low cost per passenger, very high passenger numbers & satisfies criteria very well in terms of access to employment/encouraging economic growth. Continue dialogue with Cheshire and seek enhancements for further opportunities in terms of access to employment. Discuss options of providing service without FCC owned vehicles	FCC/Taith own the vehicles and FCC/Cheshire jointly pay for service to divert via Cheshire Oaks & Deeside Industrial Park (weekdays) and divert via Nant Mawr Crescent, Buckley. Currently in discussion with Cheshire regarding joint enhancements and possible re-branding of the service (subject to procurement regs.)
A	Buckley Town Service (Buckley-Precinct Way-Southdown)	£2.76	MEDIUM	19,912	Buckley Circular Town Service - provides access from residential areas into town centre and connections with Wrexham-Bidston rail services	Most of the passenger journeys are concessionaires, so unlikely that service provides access to main employment sites for workers.	Integrates well with Wrexham-Bidston-Liverpool rail line services with robust connections at Buckley Station	Not sustainable in long-term. Cost per passenger is medium. Majority of passengers are concessionary pass holders and average of 6 passengers per journey	Safe and viable alternative for elderly or people with mobility problems instead of walking/taxi/private car. Low floor easy access bus provided	Cost per passenger is medium / passenger numbers are low-medium, but passenger travel needs may be justified e.g. rail connections. Withdraw / Seek alternative transport solutions (e.g. demand responsive service) and/or re-tender with revised timetables	Wholly subsidised service, originally introduced to provide connections to/from Buckley Railway Station.
14C	Holywell-Lixwm-Mold (School)	£5.23	HIGH	7,863	Serves Holywell and Mold town centres for shopping/health appointments connecting with rural communities in between: Carmel, Gorsedd, Brynford, Ysceifiog, Lixwm, Rhes-y-Cae, Nannerch, Cilcain, Rhydymwyn. <b>Subsidised element operated by Oares Coaches is for peak school journeys provided from Cilcain &amp; Rhydymwyn to Mold Campus only.</b>	None - statutory school journeys only	None - statutory school journeys only	Statutory school journey - may be used as alternative to private car journeys	Statutory home to school transport service	Cost per passenger is high and passenger numbers low. However, peak journeys are necessary in order to provide statutory home to school transport service. Due to high cost per passenger, service to be re-tendered as soon as possible with option of de-registering as a service bus and providing closed school contract instead	Wholly subsidised school journeys to Mold Campus (53-seater Cilcain-Rhydymwyn-Ysgol Maes Garmon/Mold Alun)
22/22A	Holway-Holywell-Pen-y-Maes / Brynford	£0.54	LOW	42,270	Local service providing connections from Holway and Pen-y-Maes housing estates into Holywell town centre for local shopping (Tesco) and health appointments (Community Hospital). Hourly service from rural village Brynford into Holywell. No direct connection to Holywell Community Hospital and no school journeys provided	No direct transport to large employment areas, but does provide access from rural outlying villages and housing estates into Holywell for access to services or connections for onward travel	Bus interchange at Holywell Bus Station for connections to Rhyl, Prestatyn, Flint, Mold and Chester	Half-hourly service from Holway into Holywell and hourly service from Brynford & Pen-y-Maes. Service could contribute to fewer car journeys by concessionary pass holders	Safe and viable alternative for elderly or people with mobility problems instead of walking/taxi/private car. Low floor easy access bus provided	Low cost per passenger, high passenger number particularly in terms of concessionaires. Tender in order to market test in terms of value for money & consider whether early morning/late afternoon journeys are still required.	FCC pays for diversion of service via Holywell Community Hospital (22A journeys) & historically contributed towards cost of providing a new low floor bus on service (now 6 years old). Additional journeys at 0745 and late afternoon are also subsidised.

110	Aston-Northop Hall-Northop-Sychdyn-Mold (School)	£4.24	MEDIUM	5,635	Statutory peak school journey serving Mold Campus (Ysgol Maes Garmon/Mold Alun School) providing free home to school transport for eligible school children. Also registered to take non-eligible school children and other passengers who can pay a fare. Peak journeys also provided during school holidays	None - statutory school journeys & school holidays	None - statutory school journeys & school holidays	Statutory school journey - may be used as alternative to private car journeys	Statutory home to school transport service	Medium cost per passenger, average passenger numbers (mainly school children 80-90% of total passengers). Provides connection to Mold from Northop Hall (M-F). Unable to withdraw, as statutory home to school transport. Re-tender	Operation of service 110 Aston to Mold Campus on School Days and School Holidays - largely funded by Education
124	Holywell-Rhosmor-Lixwm-Brynford-Holywell High School	£7.73	HIGH	3,230	Serves Holywell; Pentre Halkyn; Rhosmor; Rhesycae; Lixwm; Yscefiog; Brynford; Pantasaph; Holywell High School - peak school journey	None - statutory school journeys only	None - statutory school journeys only	Statutory school journey - may be used as alternative to private car journeys	Statutory home to school transport service	High cost per passenger, low passenger usage (only school children - no evidence of non-school use). Currently only 17 eligible pupils using service & this number likely to drop further in September 2014. Consider withdrawing & replacing with dedicated school minibus (12-seats)	Operation of service 124 to Holywell High School from Pentre Halkyn, Rhosmor, Rhes-y-Cae, Lixwm, Yscefiog, Brynford, Pantasaph. Funded by Education
126	Holywell-Pentre Halkyn-Halkyn-Rhosmor-Mold	£1.07	LOW	23,305	Local service. Serves Holywell and Mold town centres for shopping/health appointments connecting with rural communities in between: Milwr, Pentre Halkyn, Halkyn, Rhosmor. Serves The Strand housing estate 2-3 times per day Mon-Sat	Access from rural communities to more urban areas of Mold and Holywell for employment & business.	Bus interchanges at Holywell Bus Station and Mold Bus Station	Operates hourly during daytime. No evening or Sunday service. Provides access to services from rural communities. Service could contribute to fewer car journeys by concessionary pass holders	No schools are served directly, but some school journeys are possible to Mold Campus; low floor buses provided	Low cost per passenger & reasonable passenger numbers given semi-rural communities served. Continue with de-minimis payment and review in 12 months' time	FCC pays for diversion of journeys via Allt-y-Plas & Windmill, as well as additional journeys at 1710 Holywell to Mold & 1745 Mold to Holywell (M-S)
127	Mold-Rhes-y-Cae-Lixwm-Brynford-Pantasaph-Carmel-Holway	£2.28	MEDIUM	15,010	School service from Holway, Carmel, Gorsedd, Pantasaph, Brynford, Lixwm, Rhes-y-Cae to Mold Campus. Only school children carried	None - statutory school journeys only	May provide connections with other bus services at Mold Bus Station	Statutory school journey - may be used as alternative to private car journeys	Statutory home to school transport service	Medium cost per passenger & high passenger numbers (70+ eligible pupils). Statutory home to school transport provision. Re-tender	Operation of service 127 from Holway, Carmel, Gorsedd, Pantasaph, Brynford, Lixwm, Rhes-y-Cae to Mold Campus. Funded by Education
14A	Afonwen-Caerwys-Gorsedd-Carmel-Holywell-Holywell High School	£8.50	HIGH	4,600	School service from Afonwen, Caerwys, Gorsedd, Carmel, Holywell to Holywell High School but also takes fare payers from these areas	Majority of passengers appear to be concessionary pass holders or school children, therefore unlikely to support economic growth or access to employment	May provide connections with other bus services at Holywell Bus Station	Unsustainable, but a statutory school journey - may be used as alternative to private car journeys	Statutory home to school transport service	High cost per passenger, low passenger numbers which are largely concessionaires or school children. Currently only 11 eligible pupils using service & this number likely to drop further in September 2014. Consider withdrawing & replacing with dedicated school taxi / minibus (8-seats)	FCC subsidises peak school journeys only. Afonwen-Caerwys-Gorsedd-Carmel-Holywell-Holywell High School. Education funds approx. 70% of the service
18	Flint-Holywell-Prestatyn-Rhyl	£1.38	LOW	58,796	Serves major towns and shopping centres: Flint (town centre/retail park), Holywell (Tesco), Prestatyn (Tesco/Retail Park), Rhyl town centre. Also provides local access for shopping/post office/health appointments e.g. Wern Stores, Maes Pennant shops, Bagillt PO, Penyffordd shops/PO	Access to urban hubs of Flint, Holywell, Prestatyn, Rhyl for employment, as well as industrial estates: Flint Aber Road/Castle Park, Prestatyn Retail Park, Greenfield Industrial Park, Mostyn docks	Flint Railway Station, Holywell Bus Station, Prestatyn Bus/Railway Stations, Rhyl Bus/Railway Stations	Operates broadly every 2 hours during daytime in conjunction with Service 19 to provide an hourly frequency from Flint to Holywell, Prestatyn & Rhyl. Passenger numbers are good with even distribution of fare payers and concessions. School journeys provided between Flint-Bagillt-Holywell-Greenfield	Potential alternative to the private car / taxi for connections to Flint Station / Prestatyn Railway Station and Rhyl. Also serves holiday parks along the coastal strip e.g. Talacre Beach and provides school journeys from Flint schools to Bagillt, Holywell and Greenfield.	Low cost per passenger, high passenger numbers. Represents good value for money. Review current de-minimis arrangements with the operator in collaboration with Denbighshire and/or consider withdrawing de-minimis payments and tendering service as a contract	FCC subsidises certain elements of the service such as extension of journeys to Penyffordd, but some of the de-minimis agreements are historical and need to be reviewed. Denbighshire also contribute towards cross-boundary mileage
19	Flint-Holywell-Prestatyn-Rhyl	£2.12	MEDIUM	36,887	Serves major towns and shopping centres: Flint (town centre/retail park), Holywell (Tesco), Prestatyn (Tesco/Retail Park), Rhyl town centre. Also provides local access for shopping/post office/health appointments e.g. Wern Stores, Bagillt PO, Dyserth High Street. Serves remote rural communities: Whitford, Tre-Mostyn, Berthengam, Llanasa, Trelawnyd, Gwaenysgor	Access to urban hubs of Flint, Holywell, Prestatyn, Rhyl for employment, as well as industrial estates: Flint Aber Road/Castle Park, Prestatyn Retail Park	Flint Railway Station, Holywell Bus Station, Prestatyn Bus/Railway Stations, Rhyl Bus/Railway Stations	Operates broadly every 2 hours during daytime in conjunction with Service 18 to provide an hourly frequency from Flint to Holywell, Prestatyn & Rhyl. Passenger numbers are average with more concessionary pass holders using the service than non-concessions	Potential alternative to the private car / taxi for connections to Flint Station / Prestatyn Railway Station and Rhyl, but service does not operate frequently	Medium cost per passenger, with average passenger numbers. Journeys to more remote villages only run on demand and require pre-booking. Further work required to determine future viability of these journeys. Review current de-minimis arrangements with the operator in collaboration with Denbighshire and/or consider withdrawing de-minimis payments and tendering service as a contract	FCC subsidises certain elements of the service such as diversion of service via Tre-Mostyn, Trelogan, Llanasa and Gwaenysgor, but some of the de-minimis agreements are historical and need to be reviewed. Denbighshire also contribute towards cross-boundary mileage

20	Holywell-Bagillt-Flint-Connah's Quay-Shotton-Deeside Industrial Park	£5.38	HIGH	1,723	Two peak journeys serving major towns: Holywell, Flint, Connah's Quay, Shotton, Queensferry (shopping/health appointments). Serves major employment site Deeside Industrial Park and Deeside College (education/training). Serves Flint Railway Station	Deeside Industrial Park (major employment site); as well as other urban hubs of Holywell, Flint, Connah's Quay, Shotton, Queensferry	Flint Railway Station, Holywell Bus Station, Shotton Railway Station	Only two peak journeys provided, but could replace private car journeys for people accessing Deeside Industrial Park for employment or links to railway stations & reduce parking problems at Flint Station	Potential alternative to the private car / taxi for connections to Flint Station / D.I.P., but service is only for two peak journeys per day so unlikely to have much impact. Subsidy includes for a low floor easy access vehicle to be provided	High cost per passenger and low passenger numbers. Further work required to assess who the passengers are and where they're travelling to in order to determine whether these journeys are still required or whether they could be operated as part of Deeside Shuttle on a more demand responsive basis	Wholly subsidised. Provision of 2 peak journeys for workers accessing Deeside Industrial Park (arrive 0750 / depart 1701)
23	Maes Pennant-Greenfield-Holywell-Holywell Community Hospital	£2.31	MEDIUM	3,944	Local service provided as part of Deeside Shuttle service contract giving connections mainly on weekdays from Maes Pennant, Greenfield and Holywell Town Centre up to Holywell Community Hospital	Unlikely to support access to employment as service operates off-peak mornings only Monday to Friday	Connections with other bus services possible from Holywell Bus Station	Passenger numbers are reasonable given the low number of journeys, but more concessionary pass holders use the service than non-concessions, which could be seen to reduce the number of local car journeys to Holywell Hospital.	Service provides safer alternative to walking from Holywell, but no direct return journeys on a Saturday afternoon, which means that people may be walking back to Holywell Bus Station in order to catch buses home.	Medium cost per passenger, average passenger numbers & only partially satisfies criteria. Nevertheless, service provides connections to the Community Hospital in Holywell. Consider whether Community Hospital can be covered by other routes and/or re-tender as part of Deeside Shuttle contract	
7, 7X	Mold-Buckley-Ewloe-Queensferry-Shotton-Deeside College	£5.00	HIGH	8,360	Peak journeys provided for eligible Deeside College students. Also takes non-students as fare payers on the registered peak journeys. Serves major towns: Mold, Buckley, Ewloe, Queensferry, Connah's Quay. Contract also includes Deeside Consortium post-16 transport during the daytime, which does not record student numbers, so high cost per passenger is not an accurate reflection of subsidy given	College bus service operating on college days only, so unlikely to provide access to employment or support economic regeneration	No connections available	Unsustainable, but a college transport service subsidised by Education & Deeside College - may be used as alternative to private car journeys	Service provides a safer alternative to walking and private car for post-16 students. Currently operated with a double-decker. Consider single-decker for future contract	No action proposed regarding service provision, but consider whether the service needs to be registered as a bus service or whether it would be better used as a closed college contract. Also, consider single-decker instead of double-decker. Contract due to be re-tendered in 2014. Subsidised by Education and Deeside College. Discretionary post-16 transport for Deeside College & Deeside Consortium students	Registered college bus service providing four journeys at peak times. Contract also includes journeys for Deeside Consortium during the daytime, which are not registered and do not take fare payers. This may distort the cost per passenger
D42	Mold-Caerwrlle-Wrexham	Unable to calculate, as operated as part of Deeside Shuttle Service (see overall cost per passenger for Deeside Shuttle contract)		2,878	Evening service after 1900 hours. Operated as part of Deeside Shuttle. Serves Flint, Northop, Mold, Caerwrlle, Gwersyllt, Wrexham and rural communities of Leeswood, Treuddyn, Ffrith, Cymau in between. Provides access into Wrexham of an evening and access to Wrexham Maelor Hospital	Unlikely to support access to employment as service operates evenings only and probably fulfils leisure / recreational activities	Bus service connections provided at Mold Bus Station and Wrexham Bus Station, but these are likely to be minimal in the evenings. Further connections with rail services possible at Caerwrlle	Provides an alternative to using private car / taxi into Wrexham or Mold of an evening	Safer alternative to walking and supports the anti drink-driving agenda	Further work required to identify passenger numbers & cost per passenger. If cost per passenger is high, consider where and why people are using the service and potential for a demand-responsive taxi service instead	Operated as part of Deeside Shuttle bus service in the evenings
14	Mold-Caerwys-Bodfari-Denbigh	£10.46	HIGH	16,961	Cross-boundary bus service into Denbighshire. Serves Mold town centre, Denbigh town centre and rural communities in between - Rhydymwyn, Nannerch, Rhes-y-Cae, Lixwm, Caerwys, Afonwen, Bodfari, Waen Aberwheeler. Also provides peak journeys to Mold Campus, Denbigh High School and St Brigids School.	Peak journeys provided between Denbigh and Mold, which could be used for access to employment at these two market towns. Also provides access from rural communities in between for access to shopping/health etc.	Connections possible for onward travel to Chester from Denbigh-Mold & return, but more direct & more frequent connections are possible via Rhyl rather than Mold (Services 51/X52 and Service 11)	Unsustainable. Cost per passenger is high and passenger usage particularly low.	Peak journeys provided both for passengers who wish to travel to/from work and school journeys (Mold Campus, Denbigh High School, St Brigid's)	High cost per passenger, very low passenger numbers & unsustainable. Contract due to expire 31/08/2013. Extend until April 2014 and re-tender in meantime along with GHA element (see above) with several options including reduced frequency during daytime i.e. 2 hourly and demand responsive service to rural villages. Consultation required with Denbighshire	Proportion of cost recharged to Denbighshire for cross-boundary mileage. GHA provide 2-hourly service in between Townlynx journeys thereby creating hourly service during daytime.
28	Wrexham-Hope-Penyffordd-Buckley-Mold-Flint	£0.51	LOW	46,564	Serves key destinations: Wrexham Maelor Hospital/Meadowslea Hospital (health), Wrexham/Buckley/Mold/Flint (shopping), Caerwrlle/Buckley (stations), as well as villages in between: Hope, Penyffordd, Dobshill, Sychdyn, Northop, Flint Mountain	Peak journeys provided between Wrexham, Mold and Flint, which could be used for access to employment/supporting economic regeneration. Also provides access from villages in between for access to shopping/health etc.	Rail connections provided: Flint, Buckley, Hope, Caerwrlle, Wrexham. Bus interchanges at Flint, Mold, Buckley Cross, Wrexham	Sustainable given low cost per passenger. Provides several peak journeys both for people going to work and school journeys, which could be seen to reduce congestion at school times	Safer alternative to walking, particularly for Hope Castell Alun pupils and those living in Northop going to Mold Campus	Low cost per passenger, high passenger numbers. Good value for money, especially for peak school journeys. Continue with current de-minimis agreements and review in 12 months' time.	Commercial service, but with de-minimis agreements for diverting journeys via Caer Estyn and operation of certain peak journeys to serve Mold Campus/Castell Alun Hope. Wrexham CBC contribute towards cost of running this journey. Previous support also given for provision of low floor single-deck buses (registered 2007), but this ceased in 2012

28X	Greenfield-Holywell-Bagillt-Flint-Northop-Mold	£0.00	NO SUBSIDY	16,071	Local service provided on a commercial basis between Greenfield, Holywell, Bagillt, Flint, Northop, Theatr Clwyd and Mold. Operates in competition with Arriva's 11 service Greenfield-Holywell. Shopping available Flint Retail Park, Mold town centre, Holywell (Tesco)	Off-peak service run in between school journeys, apart from one early morning journey into Mold for 0700 hours (presumably as a positioning journey for a school route)	Rail connections possible from Flint Station and bus interchange at Mold and Holywell Bus Stations	Commercial service and no subsidy given, hence no cost per passenger. Passenger numbers appear to be low with two thirds being concessionary pass holders	Good alternative for local journeys	No action proposed - commercial service - no subsidy given at present	Wholly commercial bus service provided by Townlynx without subsidy
6	Queensferry-Connah's Quay-Mold-Pantymwyn	£1.17	LOW	70,168	Serves major towns: Queensferry, Shotton, Connah's Quay, Mold (local shopping) as well as outlying villages: Northop Hall, Northop, Sychdyn, Gwernymynydd, Cadole, Gwernaffield, Pantymwyn. Some peak journeys provided for people wishing to travel to work into Mold. School journeys provided to Mold Campus/Gwernaffield Primary School	Does not serve any key employment sites, but may provide journeys for people travelling to/from work at peak times	Rail connections available at Shotton Station; connections for travel to/from Chester by bus available at Shotton/Queensferry (Asda); other bus connections available at Mold Bus Station	Operates Monday to Saturday broadly hourly through the day. No Sunday service and nothing in the evenings after 1630 (Northop Hall - Mon-Fri / 1330 Sat) or 1800 (Pantymwyn).	Mold Campus served on school days and connection available in Mold from Pantymwyn for Deeside College students. No evening journeys provided	Low cost per passenger, reasonable passenger numbers (mainly concessions 70%). However, recent withdrawal of the section between Queensferry & Chester by the bus company has left people from Sealand Manor with no service and for people from Northop Hall with no direct buses to Chester and no buses from Mold to Northop Hall on a Saturday afternoon. Continue dialogue with the commercial operator to see if connections to/from Northop Hall/Sealand Manor can be improved or reinstated.	Commercial bus service, but FCC pays a de-minimis agreement for extension to Llanferres (Weds & Sat only - recharged to Denbighshire) and to Gwernymynydd, Gwernaffield and Pantymwyn (Mon-Sat), as well as peak journeys for Mold Campus/Deeside College students from Pantymwyn into Mold to connect with college bus. Previous subsidy given for diversion of service to Sealand Manor, which has now ceased. Additional payment to divert service via Northop Hall, which has now been reduced due to withdrawal of certain journeys by the commercial bus operator.
1, 2, X1	Mold-Ruthin	Unknown - Operated under contract to Denbighshire & no passenger figures provided by GHA Coaches to date		Unknown	Serves Mold and Ruthin (shopping, health appointments) and rural villages in between: Gwernymynydd, Cadole, Loggerheads, Tafarn-y-Gelyn, Llanferres, Maeshafn, Eryrys, Graianrhyd, Llanarmon-yn-Ial, Llanbedr DC. Two journeys extend to Broughton Retail Park & Chester to provide a direct service from Ruthin twice per day for shopping etc.	Does not serve any key employment sites, but may provide journeys for people travelling to/from work and for education purposes at peak times	Rail connections available at Chester Railway Station; other bus connections available at Mold Bus Station and in Ruthin.	Service is broadly hourly through the day giving people in rural communities viable alternative to the car for journeys to Mold, Broughton Retail Park and Chester	School journeys provided Mold Campus/Deeside College students and Ysgol Brynhyfryd, Ruthin	Cost per passenger is unknown yet, as service is operated under contract to Denbighshire. However, Denbighshire report that cost per passenger is good and that the service performs well	Service operated under contract to Denbighshire and proportion of cost for Flintshire mileage is recharged.
14C	Holywell-Lixwm-Mold	Unable to calculate, as operated as part of Deeside Shuttle Service (see overall cost per passenger for Deeside Shuttle contract)		7,863	Serves Holywell and Mold town centres for shopping/health appointments connecting with rural communities in between: Carmel, Gorsedd, Brynford, Ysceifiog, Lixwm, Rhes-y-Cae, Nannerch, Cilcain, Rhydymwyn.	Unlikely to support access to employment as service operates off-peak mornings only Monday to Saturday	Connections with other bus services possible from Holywell and Mold Bus Stations	Connects rural communities with nearest main towns, so could be used instead of using private car for local journeys such as shopping, doctor's appointments etc. Journeys to some villages operate on demand and require pre-booking	Vehicle is low floor and is fitted with CCTV.	Further work required to identify passenger numbers & cost per passenger, as figures are contained within the Deeside Shuttle costs and are difficult to separate out	Operated as part of Deeside Shuttle service contract
16	Chester-Lache-Saltney	£0.00	NO SUBSIDY	Unknown	Commercial bus service with no subsidy. Serves Saltney-Lache-Chester. Operates frequently every 15 minutes throughout the day. Early morning peak journeys and late evening journeys are provided.	Serves Chester - employment opportunities	Connections with trains at Chester Railway Station and with buses at Chester Bus Exchange	Good travel choices with frequent buses into Chester and short journeys	Stagecoach have invested in newer, low floor easy access buses with CCTV, audio announcements etc	No action proposed, as this is a wholly commercial operation with no subsidy from FCC	Commercial bus service
Deeside Shuttle	Deeside Shuttle	£4.77	MEDIUM	80,070	Demand responsive transport from Connah's Quay, Shotton, Queensferry, Garden City, Buckley, Ewloe, Hawarden, Mancot, Sandycroft, Greenfield, Holywell, Bagillt & Flint to Deeside Industrial Park (major employment site)	Serves key employment site of Deeside Industrial Park (Zones 1, 2 and 3 Toyota)	Demand-led transport for workers requiring pre-booking; consequently, does not connect with other modes of transport currently	Bus service provides an alternative for workers accessing the Deeside Industrial Park and reduces number of car journeys	Vehicles are owned & maintained by FCC. Vehicles are low floor and equipped with on-board CCTV	Cost per passenger is medium, passenger numbers are good. However, current contract is due to be re-tendered 2013-2014	Demand responsive Deeside Shuttle Transport Service

The following contracts are registered school buses, for which no passenger / revenue figures are available. These contracts do not accept adult fare paying passengers, but they can carry non-eligible school children who can either pay a fare or purchase a concessionary seat from Education

D41/3 (GHA Coaches) - Treuddyn-Llanfynydd-Cymau-Caergwrle-Hope-Higher Kinnerton-Bretton-Saltney-Chester-Broughton-St David's High School / Castell Alun, Hope

P02 (GHA Coaches) - Broughton-Saltney-Chester Catholic High School (74 seats)

P04 (GHA Coaches) - Broughton to Mold Campus (via Hawarden, Drury; Buckley Cross; Llewelyn Drive)

P124 (Townlynx) - Holywell; Pentre Halkyn; Rhosesmor; Rhesycae; Lixwm; Ysceifiog; Brynford; Pantasaph; Holywell High School

P17 (GHA Coaches) - Broughton to St David's High School

P23/4/5 (GHA Coaches) - Penyffordd area to Hope, Castell Alun High School & Connah's Quay / Flint / Buckley to Yale College

P389 (Hutchinson) - Sandycroft-Mancot-Garden City-Queensferry-Venerable Edward Morgan School, Shotton