

As those of you who visited our stand at the Eurobus 2010 exhibition will know, Omnibus celebrated our 20th year of service to the bus industry with a display that included a refurbished old London Routemaster bus. It proved quite an attraction and as one senior industry manager commented, it was "the lightest, cheapest and most fuel efficient bus at the show!"

The 2011 exhibition season will soon be upon us and Omnibus will be exhibiting at ALBUM's 2011 Conference, held this year at Wokefield Park near Reading on 17th and 18th May. If you are attending

please call at our stand to have a chat, find out what's new or just dip into our tin of chocolates! We would be delighted to see you.

The year ahead promises many challenges as people strive to ensure they are getting best value from everything they do. Using new software solutions is one option, as it making sure they are making the most of the software you already have. Either way, exploring the potential available provides knowledge and idea for the future, if not the present, about what could and should be achievable.

An excellent example of one area of interest to many is our real time depot operations management software, OmniDAS, with several projects across the UK currently in progress and others such as London Sovereign and Thamesdown Transport having already been completed this year. This and all our other products will be available to view at the ALBUM Conference. To see our product range and discuss how they might be suitable for your operation please call at our stand or, alternatively, contact us on 0161 683 3100, or email to [info@omnibus.uk.com](mailto:info@omnibus.uk.com) to discuss it further.



*RM1152 is seen in Whitehall following the celebrations for 55 years of Routemaster operation in London. Watch out for RM1152 appearing at other events in 2011.*

## Omnibus goes live at National Express West Midlands

"Following the announcement that National Express had selected Omnibus software for their future scheduling in autumn last year, it was very pleasing to be able to go live at three of their eleven depots in February this year" said Michael Meilton, Business Development Manager, Omnibus.

"The rollout of the software has been planned in various phases to ensure staff availability and to fit around known service revisions. The training for the first phase – which encompassed the Walsall, West Bromwich and Pensnett depots – took place either side of Christmas, with the scheduling staff responsible for those depots able to use the software for their February service changes."

"It was essential that exports of data to third party downstream systems were

maintained, if not improved by the new system. Not only did these include internal driver allocation and mileage analysis software, but also the data requirements of Centro for feeding its real-time passenger information system and the creation of other publicity literature. Omnibus

was pleased that its existing portfolio of interfaces was able to meet all of these requirements – and in many cases improve the quality and reduce the time necessary for the production of the data files."

"More depots are on target to go live during the next few months" continued Michael, "to coincide with

planned service changes. This has been very much a team effort and we would like to acknowledge the enthusiasm of the schedulers and other National Express staff in driving this implementation forward successfully."



## More clients convert to CrewPLAN...

The first few months of 2011 have seen two more of our CrewPLAN customers choosing to convert to the new Windows version of the system, continuing the process which has been ongoing since last year.

Warrington Borough Transport (Network Warrington) and Hackney Community Transport (CT Plus) have both upgraded to the new version of CrewPLAN and are now realising the benefits compared with the previous DOS-based system. These include much improved processes for data entry, manipulation and comparison accessed via new user-friendly screens.

For example, the parameter files have been redesigned to make them more easily manageable and interchangeable during the crew scheduling process. The mechanism for validating and editing the solution has also been hugely improved meaning that the time required for this task is much reduced.

There have also been some improvements to functionality, notably to the multi-depot capability of the system which can now cater for up to 10 depots per schedule as well as facilitating enhanced location management for signing on and off duty.

All the CrewPLAN programs now run in screens which are fully compatible with the Windows environment, replacing the DOS-based screens of the previous system. The system also now uses a licence key like other Omnibus modules, which eliminates the need for a dongle to be plugged into the computer.

CrewPLAN Windows still incorporates the well proven crew scheduling algorithm used in the previous system that consistently produces highly efficient crew schedules on a wide variety of service patterns and labour agreements. Omnibus had already implemented a number of

improvements to this, including an increase to the number of duties handled by the system.

It is anticipated that release of the new system to existing CrewPLAN users will continue in stages over the coming months, bringing these benefits to all users in due course.

## Local Authority News

In the past few months several local authorities have extended their use of Omnibus products.

In the West Midlands Centro have expanded their use of OmniTIMES and have taken the TransXChange modules so that the Passenger Information Department can cater for the increased use of EBSR and TransXChange by operators in the area. Centro already use OmniTIMES and PocketBUS for monitoring their supported services.

Lincolnshire County Council has purchased OmniTIMES and OmniEXPORT.

Hull City Council has also acquired the TransXChange modules to handle EBSR files produced by their local operators.

Finally Transport for Greater Manchester has recently purchased OmniTIMES and OmniBASE for use by their Operating Service Planning Department.

CrewPLAN - Labour Agreement Maintenance

Labour Agreement Duty Parameters

	Earlies	Lates	Middles	Spits	O/T	Days
01. Earliest Sign On Time	0300	0300	1245	1245	0945	0945
02. Earliest Time On Bus	0215	0215	1200	1300	1000	1000
03. Latest Time On Bus	0715	0715	1810	1810	1405	1405
04. Earliest Time Off Bus	1000	1000	2000	2000	1700	1700
05. Latest Time Off Bus	1755	1755	2700	2700	2255	2255
06. Latest Sign Off Time	1800	1800	2700	2700	2300	2300
07. Maximum Stretch Time	5.30	0.00	5.30	0.00	5.30	0.00
08. Alternative Maximum Stretch	12.00	12.00	12.00	12.00	12.00	12.00
09. Minimum Length - First Stretch	0.45	0.45	0.45	0.45	0.45	0.45
10. Minimum Length - Other Stretch	0.45	0.45	0.45	0.45	0.45	0.45
11. Minimum Length - Bus End	0.30	0.30	0.30	0.30	0.30	0.30
12. Maximum Spell Length - Bus End	5.30	5.30	5.30	5.30	5.30	5.30
13. Minimum Spell Length - In Bus	0.30	0.30	0.30	0.30	0.30	0.30
14. Maximum Spell Length - In Bus	5.30	5.30	5.30	5.30	5.30	5.30
15. Maximum Platform Time	10.00	10.00	10.00	10.00	10.00	10.00
16. Maximum Spreadover	10.30	10.30	10.30	10.30	10.30	10.30
17. Minimum Spreadover	5.00	5.00	5.00	5.00	5.00	5.00
18. Minimum Daily Payment	0.00	0.00	0.00	0.00	0.00	0.00
19. Minimum Cost	5.00	5.00	5.00	5.00	5.00	5.00
20. Minimum Cost of 3 Bus Duty	7.00	7.00	7.00	7.00	7.00	7.00
21. Maximum Cost	10.30	10.30	10.30	10.30	10.30	10.30
22. Mealbreak Observe Canteen Times	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
23. Maximum Number of Meal Breaks	1	1	1	1	1	1
24. Maximum Number Long Breaks	0	0	0	0	0	0
25. Maximum Length of Meal Break	120	120	120	120	120	120
26. Earliest Start of Meal Break	0000	0000	0000	0000	0000	0000
27. Latest Start of Meal Break	3600	3600	3600	3600	3600	3600
28. Earliest End of Meal Break	0000	0000	0000	0000	0000	0000
29. Latest End of Meal Break	3600	3600	3600	3600	3600	3600
30. Maximum Number of Joins	1	1	1	1	1	1
31. Minimum Length of Join	15	15	15	15	15	15
32. Maximum Length of Join	45	45	45	45	45	45

Tag Duties

ADD Travel Time

Joins

Tea Breaks

Meal Breaks

Long Breaks

Sign On

Sign Off

Alternative Max Stretch

Required Break 40

User Code

Labour Agreement File SASA001a

Save Changes

Loaded at 14:20:11

Compare  Swap

Exit

## Seen something interesting?

If you wish to see any Omnibus product first hand, please contact us and we will be only too happy to discuss it.

We are attending several events this year, so please visit our stand or make an arrangement for a demonstration whilst you are there (or just pop by for the obligatory Omnibus chocolate!)

So, if it's EBSR you need, depot allocation, timetables and scheduling, displays, mapping or rota building – in fact any of our products – please ask!

