

## Are you making the most of your data?

With the move towards Electronic Bus Service Registration, it's a good time for operators and Local Authorities to take stock of how they currently handle their data and, more importantly, see how they could be making better use of it.

Do you find you are re-entering the same timetable data for different purposes, one set for Traveline, one for booklets and leaflets, one for bus stop publicity, one to feed real time systems and yet another for service monitoring?

Data for these tasks should flow seamlessly from one source, not only to save time, but to ensure that consistent data is used at all times. The move towards Electronic Bus Service Registration will provide a simpler way of creating and maintaining current timetable data. Now is the time to be considering how best to exploit this resource, using systems to simplify tasks and allowing you to get maximum benefit from your data.

Omnibus has developed interlinking software that brings together the need to record and maintain working timetables with displays, publicity, the internet, performance monitoring, and the need to share information in a range of formats.

Lancashire County Council, who maintain their data in OmniTIMES, also use OmniSTOP to produce their bus stop displays. However, OmniTIMES does more than produce Lancashire's bus timetables. The data forms the basis of the information used by the county's PTI call centre, and the same data is

used by two neighbouring authorities, Greater Manchester and Merseyside, to support their call centres. The data is also used on the Department for Transport's journey planning website.

"There are big advantages in having one data set from which we run everything," says Ian Barratt, of Lancashire County Council

Thanks to OmniTIMES and OmniSTOP, there have been dramatic changes, including significant time savings,



to the process by which Lancashire County Council plan timetables and distribute the information through various agencies utilising a wide range of media." Ian concludes, "I am very impressed. Omnibus has proved to be a good company to work with. They are good partners."

Contact Omnibus to see how we can help you fully exploit the data available to you.

## One to watch

We are immensely proud to announce that Peter Crichton, MD of Omnibus, has been shortlisted for the PTMA (Passenger Transport Management Awards) Innovator of the Year. Whilst everything at Omnibus is a team effort, it is great to see Peter in the line as the 'man at the wheel' of Omnibus.

The awards are a joint venture between LTT Limited, who publish Local Transport Today and Transit magazines and 83A Projects Limited, who also run the UK Bus Awards. Sponsors include Arriva, First Group, Stagecoach, Go-Ahead and National Express. This nomination is a significant acknowledgement of the work Peter has done to make life easier for the numerous people who use and rely on Omnibus software to undertake their daily tasks.

Peter commented, "I am delighted to be considered for this award. It is a real recognition of what the company has achieved."

## OmniMAP in Dundee

Considerable interest has been shown in OmniMAP, the Omnibus Mapping module, since its launch last month. Linking as it does with OmniTIMES, it allows the easy creation of stop level timetables. OmniMAP also has many useful features including an ability to update road links.

If you would like further details and to see how it works we will be at the ATCO Conference in Dundee (11-13 June) and will be happy to show you. If you cannot make it to Dundee but are interested in what OmniMAP can offer, please gives us a call for further details .

# C a s e S t u d y

## P T I C Y M R U

To most people who are interested in, or stand to be affected by it, TransXChange is one of those things 'on the horizon'. Depending on your stance – whether you are reading this as an independent operator, part of a group or as a local authority – you will see TransXChange in a slightly different way. One thing appears to be true for all, however, is that it is on its way.

Taking the new protocol by the horns is PTI Cymru, who have just completed setting up the Omnibus TransXChange modules alongside their OmniTIMES timetable system.

Traveline was established in 2000 to provide a comprehensive and impartial travel one-stop shop for bus, coach and rail journey planning and timetable information. The UK is split into several areas with the whole of Wales being covered by PTI Cymru.

## Omnibus update

With the Summer ATCO conference just around the corner, Omnibus are busy making sure that all revisions to the product range are completed, and ready to show our clients and prospects alike.

As well as the recent launch of OmniMAP and the TransXChange modules, we have also been updating PocketBUS to include functionality that allows users to record more information relating to journeys, such as on-bus observations and loadings. We have also taken the opportunity to redesign and enhance a lot of the functionality and also provide far more comprehensive tools for analysing of results.

There has been considerable interest in our new TransXChange modules, with both PTI Cymru and Northamptonshire already having purchased them. This is to enable them to seamlessly import Electronic Bus Service Registrations into their existing OmniTIMES software, removing the need to re-enter data.

The method of timetable data input varies from one Traveline area to another and from one Local Authority to another. PTI Cymru has the responsibility of creating and maintaining the timetable database for all of Wales. To help them achieve this, PTI have been a long established user of Omnibus software; primarily of OmniTIMES. "OmniTIMES is simple to use and meets our needs perfectly" said Kevin Roderick, Projects Manager for PTI Cymru.

It was therefore only natural that PTI Cymru would look towards Omnibus for software to support their needs with Electronic Bus Service Registration. "What we wanted, said Kevin" was a system that

could take the Electronic Bus Service Registration and import it seamlessly straight into our timetable database. The Omnibus TransXChange importer does exactly that. It removes the need to re-enter data and ensures it is accurate as it is supplied direct by the operator."

"It is important for us to be ready for EBSR as and when operators start to take it up" Kevin continued, "and it is pleasing to know we are. Already one major operator in Wales has indicated that they now wish to move forward with Electronic Bus Service Registration and others are showing interest."



## OmniTIMES fills the gaps

The requirement for bus timetables to be detailed down to individual stop level has increased greatly in recent years. Historically timetables have been produced at timing point level indicating the times at major stops along the line of route. For schedulers within bus operating companies this is the level of detail they require to work to and the thought of expanding timetables to include all stops feels like adding an extra burden.

However, help is now at hand with recent enhancements to OmniTIMES

which allow bus stops to be inserted between timepoints in the timetable, whilst allowing the scheduler to continue working at timepoint level. OmniTIMES will work out estimated times for the intermediate bus stops giving the benefits of stop level timetables whilst allowing the scheduler to maintain running times at timing point level as now.

These enhancements will be available in the near future. Please contact Omnibus for further details.