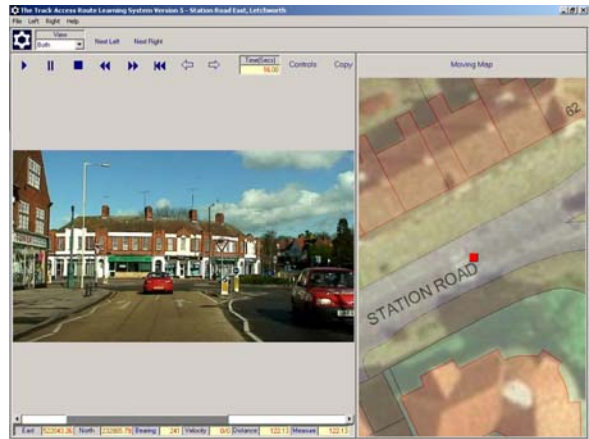




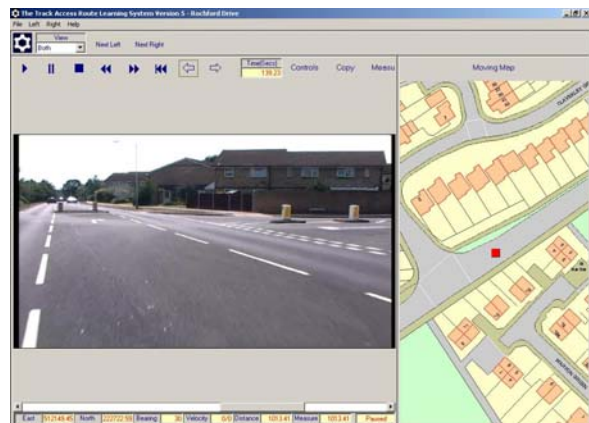
# Road Survey Report Demonstration Disc

## Track Access Services presents a revolutionary new system for Road Survey

Track Access Services skill base for Road Survey filming has been developing over the last two years. Track Access Services are now able to offer a sophisticated product for Road Surveys which combines High Quality film capture with GPS trace recording. The final system delivery to the end user includes vehicle tracking over the deepest level of Ordnance Survey mapping. The newly formed Road Survey reports are now available as a service option within mainland UK. The reports are supplied to the end user in DVD format to play on any modern computer. For more information please contact Alison Butler by telephone on +44 (0) 7729456454 or email [alison.butler@trackaccessservices.co.uk](mailto:alison.butler@trackaccessservices.co.uk)



User Display showing aerial photography and map blend



User Display showing Ordnance Survey detailed map



Road Filming Vehicle



Inside a Road Filming Vehicle



Road Survey Report Disc

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# Demonstration Disc Instructions

## Demonstration Disc Contents:

- Computer Demo system
- Mpeg Video Demo

## To run the Computer Demo system:

- Put Disc into computer
- System should auto-run
- If not, run Locusviewer.exe manually from the disc

## To run the Mpeg Video Demo:

- Double click RSRDemo.mpg from the disc

## Mpeg Video Demo Transcript:

This is the Track Access System for Road Survey Reporting. The system will run from either the Hard Drive of a computer or from the DVD of which we will supply. A simple click opens a menu. The menu can show different runs through the reconstruction of the incident at the site by video. On the screen you see the details of the incident which will change for each incident and also in the view menu you can see the different runs through. For this particular incident there are only two views, the insured and the third party. Double click on the insured will show the journey through the route by the insured party. As the system loads, in the left hand panel we have the video run through of the route, and in the right panel we have the synchronisation and position on the geographic map which is Ordnance Survey at the biggest level but the map is also a blend with aerial photography and on the aerial photography we can pick up street markings as well as the actual outlines provided by the map of the edges of the road. This run through takes us all the way through the site of the incident and at the end of the route the map stops we go back to the main menu and now we can make the run through of the third party. As the system loads, again we're tracing the path of the third party who approaches the roundabout from the south heading northwards approaching the scene of the incident again. The point of impact was on the roundabout itself, the report from the insured is that the vehicle as it approaches the roundabout hit the insured party at speed and so the reconstruction pays to assist us to view the actual site of the incident. Having looked at both runs through the incident we go back to look in more detail and use the system to explore the site of the incident as well as explore measurement capabilities on the map. Again, we're back with the insured party, the insured party came down Station Road in Letchworth towards the roundabout, at the bottom of the roundabout paused to look to the right. Now we're able to freeze the system using the video controls for pause and we're able to do many other things, we can adjust the system a frame at a time, we can actually also go over to the map in the other window, the windows are variable in size. We can now make some measurements on the map as well, by clicking to the finder map we're able to use actions at the bottom of the screen show the trail, the GPS trace of the vehicle and its path round the roundabout. We're also able to copy the map to the clipboard, we're also able to make measurements on the map itself using the small ruler we can draw out measurements of road widths, then copy those to the clipboard. The width itself is displayed at the bottom of the screen and is incredibly accurate. We're also able to pan the map and explore the area. The map can be either an aerial photo, it can be just purely the map or as in this case we have a blend of aerial photography and map. Going back to the controls we're able to restart the action, along the bottom of the screen you can see extra data. You can see the geographical location and the speed of the vehicle. We're also able to measure road dimensions by pausing the action, hitting the measure button to zeroize the measurement and then running through with the vehicle so many metres from the point at which we zeroized. Other facilities allow us to completely rewind and restart, pause and then jump forward in five second jumps as the case may be. We're also able to show one window or both windows so we can just switch it down to a full video view, we can pause it and switch it back to get both windows again. In addition to the normal playing system an additional facility is available to offer speed control to the system, so if we wish to observe the view for the third party travelling say at 50mph which was his reported speed in this particular case, we're able to by going next left, set the speed of the vehicle to 50mph and then play the incident through at 50mph, speed control aids in the checking of the witness statements of a particular case and we can actually see what it would look like at speed. Again, upon completion we close the system down and that is the end of this introduction.