

Final Report

team_we_got_this

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Contents

| | | |
|----------|--|-----------|
| 1 | Literature Review | 3 |
| 1.1 | Background | 3 |
| 1.2 | Microscopic Simulations | 3 |
| 1.3 | Conclusion | 5 |
| 2 | Requirements and Design | 5 |
| 2.1 | Introduction | 5 |
| 2.2 | Requirement Elicitation | 5 |
| 2.3 | Requirement Analysis | 7 |
| 2.4 | Requirement Specification and Verification | 8 |
| 2.4.1 | Non-functional Requirements | 8 |
| 2.4.2 | Functional Requirements | 9 |
| 2.5 | Architectural Patterns | 11 |
| 2.5.1 | Layered Pattern Solution | 11 |
| 2.5.2 | Model-View-Controller | 12 |
| 2.6 | Requirement Management | 13 |
| 3 | Implementation | 16 |
| 3.1 | Documentation | 16 |
| 3.2 | Testing | 17 |
| 4 | Team Work | 17 |
| 4.1 | Meetings | 17 |
| 4.2 | Roles and Subgroups | 18 |
| 4.3 | Github | 19 |
| 5 | Evaluation | 19 |
| 6 | Peer Assessment | 19 |

List of Figures

| | | |
|---|--|----|
| 1 | Layered pattern of the simulation | 11 |
| 3 | The sequence diagram of an example run of the simulation . . . | 15 |

List of Tables

| | | |
|---|--|----|
| 1 | Priority listing for the requirement of our system | 16 |
| 2 | Timetable for the project | 17 |

What are our goals? We need to be able to say in two sentence what the goal of building our simulation is?

Introduction

1 Literature Review

In what follows we will evaluate the different traffic simulations presented in current literature. We will begin by discussing the different categories of traffic simulations and their use in representing different types of road networks. Thereafter we will focus on Microscopic traffic simulations as these best meet the specifications of our system presented in section 2.

1.1 Background

In order to accurately study a real-life system, it is often necessary to first model this system by abstracting some information. Once this model has been made, one can build a simulation to make several observation of the model. Finally one analyses the information collected from the simulation in order to make inferences and suggestions [Sokolowski and Banks, 2011]. A traffic simulation can be classified in several ways - microscopic, mesoscopic and macroscopic. Another distinction of a traffic simulator is discrete or continuous. In a discrete system the variables change at set intervals of time whereas in a continuous system the variables change continuously with time.

Macroscopic traffic simulations are traffic simulation capable of showing the effect of small changes on vast and complex networks. Whereas a microscopic traffic simulation is used to model individual movement of cars in smaller sections of a network For example one might use a microscopic simulation to observe movement of vehicle in a specific intersection which has had a large number of accidents in a year. Microscopic models are also more suitable for studying changes such as a new road ramp because they focus on parameters such as velocity and acceleration [Sokolowski and Banks, 2011]. Macroscopic and mesoscopic models are similar in their approaches as they capture traffic dynamics in lesser detail. This results in a faster and easier simulator which is more suitable for larger networks . On the other hand, a microscopic simulator is applied to smaller area as it better represents vehicle and driver-behaviour [Burghout et al., 2005]. These are attributes we would like to model in our simulation, hence it would seem a microscopic model would best represent our simulation.

1.2 Microscopic Simulations

Before categorising our model, it was necessary to further explore different microscopic simulation to see what other attributes we could include in our simulation. In [Namekawa et al., 2005], the author describes a cell automation method for realizing a microscopic model. In this simulation the main aim is to have

vehicles that have the capability to make their own decisions. The road network has physical attributes such widths, shapes and slopes. They also have logical attributes such as traffic signals and signs. A vehicle is contained within a cell, this is the state at say time t . At the next time step, $t + 1$, the vehicle will have decide its new cell based on the information of neighbouring cells in the previous time step.

This model has many useful characteristics which we would like to implement in our traffic simulation. The first, is that by giving cells physical attributes as well as logical attributes, we could better represent different types of networks using the same simulation. We could use this in our simulation to allow users to build their own road networks and specify these attributes themselves. In doing this, we hope the simulation will have a broader application. The second - the use of cell automation - by recording information on neighbouring cells, cars could be modelled individually and make unique decisions based on their current position but also on any policies we introduce. Cars having decision making capabilities based on their current state, would also improve our ability to model more complex road structures such as roundabouts.

Another microscopic simulation that we would like to draw elements from defines a reactive agent and is presented in [Ehlert and Rothkrantz, 2001]. In this paper the authors focus on intelligent agents so that vehicles can model individual driving behaviours. The paper defines an intelligent agent as capable of sensing its environment and acting accordingly. This model differs from the above model as drivers can now be classed as aggressive if they break the set behaviours defined bellow. Each agent has 7 behaviours which automate its driving on the network. The first, Road-following, keeps the vehicle on the road whilst the second Intersection/Changing Lanes insures the driver adjusts its speed before changing its direction or reaching an intersection. The Traffic Lights behaviour insures a car stops at a red or yellow traffic light if that traffic light applies to it. Another necessary behaviour, implemented to simulate realistic driving, is Car-following. This behaviour requires that a vehicle adjust its speed if the car in front is travelling at a slower speed than it. The behaviour, Switching Lanes, allows a car to change into another lane in order to overtake a slower car. Applying Other Traffic Rules is a behaviour which allows the simulation to model other rules such as maximum speeds and one-way street such that drivers will exhibit the necessary actions to comply with these rules. Finally the Collision Detection and Emergency Breaking behaviour alerts the car when it is about to crash into and object. This behaviour take priority over all other behaviours.

Whilst some of these behaviours are not necessary for our simpler simulation, many of our crucial features which will allow our simulation to accurately measure real-life networks. We would like to represent the following behaviour, as described above, in our simulation:

- Road-following
- Traffic Lights

- Car-following
- Switching lane

We have had great success in representing many of these behaviours in a few of the initial simulations we created. This will be explained in detail in section 2.

1.3 Conclusion

We believe a microscopic system will better represent our simulation because it will focus on smaller areas and individual driver capabilities. We have used the different approaches presented in the two microscopic simulations to influence the requirements and implementation of our system. We would like to use the cell automation used in the first simulation to control where our vehicles are at each tick. In order to model a real urban environment we would like the vehicles in our system to exhibit the following behaviours, Traffic Lights, Car-following and Switching Lanes behaviours from the second simulation.

2 Requirements and Design

2.1 Introduction

In this section we will discuss the requirements of our simulation based on the initial requirements laid out in the introductory slides, the Literature we have reviewed and based on the initial models we created. We will categorize the requirements of our simulation into functional and non-functional requirements. Given this new list of requirements we will prioritise them into one of three sub-categories- Necessary, Optional and Extra. Finally we will outline a timetable for the start and completion of each requirement.

Software systems Requirement Engineering is an important part of software development life-cycle as it extracts the key requirements necessary to build a software. By having clear criteria, software engineers can easily analyse, implement and evaluate their system [Nuseibeh and Easterbrook, 2000]. There are five key stages of requirement engineering. The first is the elicitation of requirements where the team identifies, review and understands the constraints of the system. The second stage is analysing the constraints and this is followed by writing these constraints into a requirement specification of the system. Once the specification is agreed on, the team will begin timetabling the requirements.

2.2 Requirement Elicitation

The following initial requirements come from the *Introductory Lecture Slides*:

Meta-requirements:

- Development must be coordinated through github repository.

- The source code can be written in any language.
- Documentation must be provided in Latex format and exported as PDF.
- Unit testing of high quality and coverage should be performed.
- Code documentation and comments for methods and variables should be provided.
- Work should be critically evaluated to highlight encountered problems and also parts of the project that worked well.

System Requirements:

1. The system must simulate individual vehicles such as cars, coaches and buses.
2. The road network must have different parts including roundabouts and multi-lane junctions.
3. The network must have place where vehicles enter and where they leave.
4. The model should be able to simulate individual behaviour of drivers, e.g. reckless, cautious and normal.
5. The system should be able to time each cars journey to present efficiency statistics according to purpose and patterns of use.
6. The simulation might support emergency services such as ambulance to give them priority at traffic lights.
7. The model should be able to make use of different policies and test their effectiveness and report on their success or failure rates using a particular measure (e.g. average speed, congestion rate).
8. The engine should have a particular state which depends on how long the simulation has run for and a time granularity constant (macroscopic or microscopic) must be chosen which indicates on how often the state is updated, with vehicles changing their position and new cars being created, old cars being removed.
9. Users should have the ability to configure their own maps of an arbitrary scale.
10. A GUI or command line should be used to visualise maps and simulations.

After considering the available requirements, our team decided to go ahead and implement a number of ideas of how such requirements can be modelled. A description of each system along with an analysis of their benefits and pitfalls are discussed in the next section.

2.3 Requirement Analysis

Kim will fill in this bit by the end of this week.

We planned to first build the road and get the cars to properly drive on them with a basic intersection. Our first working model was hard coded to depend on the size of the map and used traffic lights to regulate the flow of traffic. We decided to move on from this to use a grid based model in which we would add in a roundabout. The first model would need to be adapted whenever the map changed. Also a roundabout would have been difficult to implement in this way since the cars have x- and y-coordinates. Though a grid is discrete, we would attempt to make it as continuous as possible by making the squares of the grid as small as possible. We would first implement the roundabout with no traffic lights, attempt to break it by creating a heavy flow from one direction which in turn would block cars from entering at the next junction. We would then fix this problem by adding in traffic lights to regulate the flow of cars into the roundabout. We also planned to have multiple lanes leading into and out of the roundabout as well as a timer to start and let it run for a set amount of time. If we finished with the necessary requirements of our simulation we planned to add in the requirements we designated as optional. In our research we came across a special type of roundabout called a spiral roundabout that has been implemented in northern London. In this type of roundabout a car need only to enter into the designated lane of the roundabout and it need never change lanes to exit. See figure (INSERT REF TO SP ROUNDABOUT DRAWING). One problem we foresaw with a normal roundabout was giving the intelligent to cars for when to change lanes and not cause accidents. The spiral roundabout was our solution to this problem. We also hoped to be able to implement emergency vehicles which could bypass the traffic lights and change lanes to get around cars in its way. Our last optional requirement was dynamic traffic lights which would depend on the number of cars coming from each junction into the roundabout. If both the necessary and optional requirements were implemented and there was still time to be spared, we would try to implement any of the requirements we listed as 'extra.' This included different types of vehicles such as buses, places for cars to park, a zebra crossing where cars would have to stop to wait for a pedestrian to cross if one appeared. We would also try to give the cars behavior such as differing levels of recklessness or caution as well as the ability to honk their horn at a slow driver who would then speed up as a reaction. We thought that creating categories like this would give us a step-ladder approach to first get the basics and then go for the slightly more advanced version before adding in extra elements.

1. state automaton or discrete [screenshot] [brief description]
2. continuous or formula-based [screenshot] [brief description]

2.4 Requirement Specification and Verification

Given the models analysed we can define new requirements which are more precise than elicited ones. We will begin by categorising them into functional and non-functional requirements. In table ??, we specify the priority of each of the requirements and it is this priority list which will dictate the timetable of the project outlined in 2.6.

2.4.1 Non-functional Requirements

Reporting: the system should report on results of a run simulation according to a number of factors, which are: how conjectured the roads were (percentages of road cells occupied by cars to empty road cells) and how long it took cars to get from A to B (in respect to the minimum time it would have taken them without any other cars).

Performance/ response time: the simulation should run without lag on a regular University computer (e.g. in MSc lab 534), i.e. 64-bit Inter Core2 Quad CPU @ 2.5GHz for a medium-size simulation. However, when the complexity increases to more than 500x500 cells and 250 cars, the system is allowed to show a reasonable decrease in performance. With 1000x1000 cells and 500 cars, system is not guaranteed to continue responding to user input or show feedback on its state.

Testability: the code for the project must be written by programmers with a fact in mind that it will have to be tested using a unit test framework. For example, in case of Java, the unit-testing framework would be JUnit. Test might be written beforehand to promote test-driven development, but it is not compulsory. On the other hand, it is required that every method has a corresponding test code written for it to make sure it works correctly in a variety of situations, such as boundary and corner conditions, therefore edge-cases must be tested.

Usability: it must be easy for users to understand how to use the simulation capabilities. Jakob Nielsen's 10 general principles for interaction design [ref: <http://www.nngroup.com/articles/ten-usability-heuristics/>] should be considered and applied for implementation of user interface, for example there should be a match between the system and real world so users understand the analogy, that means that cars in the simulation should look like cars and the designs for road and roundabouts must be as realistic as possible. Also, help should be provided for users with explanations of how to use the simulation engine. A heuristic testing for all the 10 principles must be performed in the end of the UIs development life-cycle by an expert.

Portability: the system should be able to run on a computer with JVM installed (thus ensuring that the program can be started on any device which

supports Java), or as an applet on a web-page.

Maintainability: the code should make use of interfaces and appropriate design patterns to make sure that all programmers can understand it and make required changes (refactor it) easily.

Extensibility: it should be possible to introduce new features into the system without having to restructure the engines core if additional requirements emerge. For example an appropriate level of abstraction should be used to ensure that a cyclist lane occupied by cyclists, taxis, buses and motorbikes can be incorporated into the system and the later stages of development.

Documentation: every public method must be documented in the source code in Javadoc-style, including the purpose of the function, description of each parameter and return value, as well as clarification of exceptions, using @param, @return, @throws tags. @author and @version tags must be specified for each class. Documentation of a private method is encouraged when it can help other people working on the project to understand its purpose. Finally, UML diagrams (use-case, class and sequence at least) must be created in the design stage to make sure the principles of overall model are clearly conveyed to shareholders and also team of developers.

2.4.2 Functional Requirements

Map Designer

1. Users should be able to create a new blank map by specifying its width and height in cells.
2. Users should be capable to click on each cell and choose whether it is empty or a road.
3. If a cell is a road, users should be able to specify in which direction it is going (NORTH, EAST, SOUTH or WEST).
4. If a cell is a road, users should have an option to make it an entry node or an exit node.
5. If a cell is a road, users can place a traffic light on it, or remove existing traffic light from it.
6. A map can be saved to a file with .map extension, which contains binary data of serialised grid object.
7. Users can load a map saved earlier by choosing a file
8. Users should be able to erase all objects from the map (i.e. to start over).
9. Map builder should be programmed in ActionScript 3. [\[Screenshot of a blank map, and map with road, cars and traffic lights on it\]](#)

Simulator Engine

1. The system must be able to load a map file and initialise the appropriate state of the simulation
2. The cars must appear from entry nodes according to the flow specified as a parameter.
3. The cars must disappear from exit nodes every tick of a clock.
4. The simulation controller must move cars according to their speed and direction, making sure that collision do not occur, e.g. if a car needs to be moved to the next cell which is already occupied by another car, it will not be moved. In future, a collision can be allowed to occur and cause a traffic jam, but this is subject to changes in requirements.
5. The cars must be allowed to go ahead in their current direction, or change direction when they reach junctions.
6. The appropriate methods should exist to make cars enter, follow and exit roundabouts.
7. Traffic lights colour must change according to a certain delay associated with it by the global controller. **reconsider this:** The possible states are: RED, RED-AMBER, AMBER, GREEN. The exact behaviour of cars in these situations must be specified by a policy.
8. Each car should have a timer which starts when it enters the map, and stops when it exits to collect statistics of time taken for it to travel through the road network.
9. The simulation might be paused by the user and its state can be saved by him/her to load later. **do we need/have time for this?**
10. The vehicles may be able to overtake each other.
11. The behaviour may be added to each vehicle which determines speed they are driving with and decisions they make at traffic lights (e.g. always stop on AMBER for cautious drivers).
12. Special vehicles may be included in the simulation such as ambulance, fire brigade and police services which will get priority at traffic lights and other vehicles will be required to change lanes to give way.
13. Time-granularity constant should be included as a global static variable so it can be changed easily to test the behaviour of the system and give user freedom of control.
14. The model should have a GUI user interface implemented in Java Swing with menu items at the top, grid display on the left and buttons for control on the right.

15. The users must be able to specify policy and receive reports when the simulation ends.

2.5 Architectural Patterns

Whenever a team designs a system there are many different ways to do it and even with a clear specification it can be a challenge to decide which way is best. Consequently, a software architect can make use of design pattern the proven good design structures which have emerged from hard-won architectural knowledge [Bass, 2007], to decide their approach. In our system, we will implement a number of design patterns to make sure we use appropriate tested solutions to save time and help us work well as a team.

2.5.1 Layered Pattern Solution

Complex software systems usually require a clear separation of services so that different modules can be developed and maintained by different team members. We will use a layered pattern to clearly show which parts make up the whole system and assign modules to each programmer in our group.

The layered pattern divides the software into units called layers [Bass, 2007]. A layers can include a number of modules which together form a cohesive set of services. Layers completely partition a software system and each partition is exposed through a public interface. Furthermore, the ordering is strict, which means that layers above are allowed to use services from layers below but not the other way around, i.e. a unidirectional relations rule must be ensured among the layers. One of disadvantages of this pattern is that addition of new layers can add up-front cost and complexity to a system, however we will design it once (at this stage) since we are not planning to add new layers to our software. Please see figure 1 for a diagram of our layered pattern.

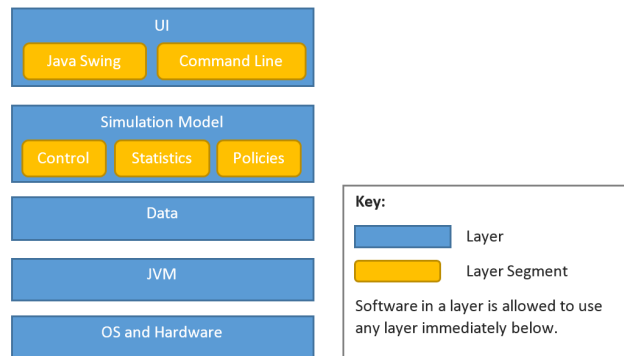


Figure 1: Layered pattern of the simulation

Firstly, the layered pattern diagram is a good way of providing documentation of the essential stack components which our system requires: that is, an

OS and appropriate hardware to run JVM machine [\[glossary\]](#). Secondly, the data layer is responsible for the handling of data from the real world, e.g. how many cars are coming from different entry points at each point in time. This could be gathered from cameras installed along the roads or from drivers mobile apps who wish to participate in helping to gather statistics about traffic conjectures [NCTA, 2013]. Although it would be very challenging to have our system be able to read information in similar way, it would be to allow users to be able to specify the probability a car will enter a given junction. This will allow user to correctly model their own networks and design policies to improve problems. Thirdly, Simulation Model layer uses the provided information about cars currently using the road network and attempts to predict future states of the network. A number of policies will be used in a simulation and one of the aims of this project is to find the most appropriate policy by comparing their performance, so statistics and policies are 2 essential sub-layers. The Simulation Engine will also move the cars and switch colours on the traffic lights, so control is the 3rd sub-layer. Finally, the state of the model needs to be presented to the user and updated every time a change happens. Therefore, the final layer in our design is the UI layer, which will acquire information from the Simulation Engine layer and render it on the screen (see next section). A development of the GUI can take a long time, whereas it is important for a programmer whos working on the model to see whats going on to check if his or her code is working correctly (e.g. if a car truly changes lanes). Therefore, a command line output can be used which represents a road network using symbols, such as in the following example, where *c* stands for empty cell, *r* for road and *v* for vehicle:

```

c  c  c  c  c
r  r  v  r  r
c  c  c  c  c
c  c  c  c  c

```

To sum up, the Layered Pattern Solution helps us to clearly define underlying critical components of the system (OS, hardware, JVM), and create a separation of responsibilities by partitioning the system into a number of modules. By drawing different layers, we can see how services depend on each other and what interfaces we need to specify between them. Because the relations between layers is unidirectional, it is clear what parts of the system depend on each other (e.g. UI depends on Simulation Model, which depends on the data, and they all depend on the JVM). Now tasks can be assigned to different programmers who will be working on whichever layer they prefer based on their experience and interest.

2.5.2 Model-View-Controller

The second architecture pattern we will make use of is the MVC module pattern which breaks the system into three components. These are: the model which represents application's state and provides interface to application logic, the

view which produces a representation of the model to the user and handles user input, and the controller which manages the interaction between the model and the view by translating user actions into changes in the model.

The MVC uses notifies relation to connect instances of model, view and controller, i.e. elements are notified of a state change. The restrictions of this pattern are that at least one instance of each element must be created, and the model component should not interact directly with the controller. Finally, one of the weaknesses of the MVC design pattern is that it may introduce unnecessary complexity for simple programs [Bass, 2007]. In spite of that, our system is not that simple and a number of people will be working on different parts of the simulation engine, therefore we decided that we will benefit from the adoption of the MVC: for example, one person will be able to work on the model (logic of moving cars according to a policy) simultaneously with another person programming the UI, such as displaying the map, importing graphics and handling user input.

Our MVC design differs from the design pattern in one way: the controller does not need to change between views because there's only going to be one view (the representation of the map). It's allowed to deviate from design pattern structures slightly, to if it suits systems needs and can enhance performance. In every other way, our MVC is same as in pattern: the model is responsible for running the traffic simulation, i.e. updating traffic lights, positioning cars and sending notifications of the updates to the view. Upon receiving the notification, the view queries the model and receives its state in response. When the user wants to pause (or start, stop, restart) simulation, he or she clicks on certain buttons in the GUI, and the gesture is sent to the controller, which translates it into appropriate message for the model. The model performs necessary transformations (e.g. going back to the initial state in case of a restart) and notifies the view about the update. The overall diagram for the MVC and a sequence diagram for a typical run of a simulation are presented in diagrams 2b and 3.

Problems with UML can three of them be combined on the same page to save space. Explain them here.

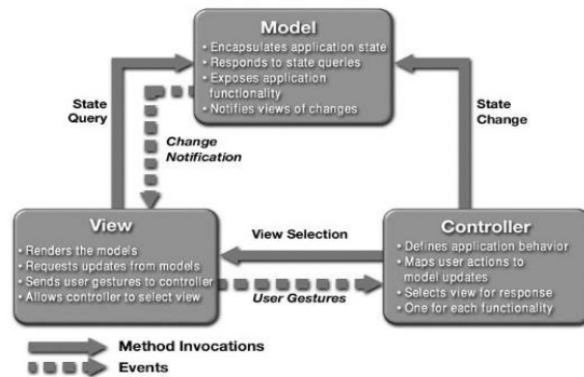
2.6 Requirement Management

How can we explain the attributes above if some have already been described in the above functional requirements

Once we defined our functional and non-functional requirements, it was clear that there were a large number of requirements. Although we would like to include every attribute in our system, in order to clearly manage the requirements, we needed to know in what order we should complete them. This would help in scheduling a timetable for each because we would be able to indentify which elements were dependant on the completion of another attribute. For example, to build dynamic traffic lights, which would change colour based on the number of cars passing by it, we would first need traffic lights which vehi-

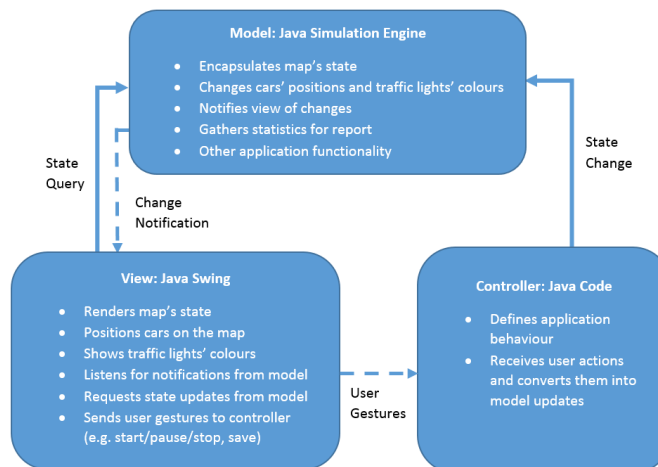


MVC Example



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(a) An example MVC structure from [Bass, 2007]



(b) The MVC design for our simulation

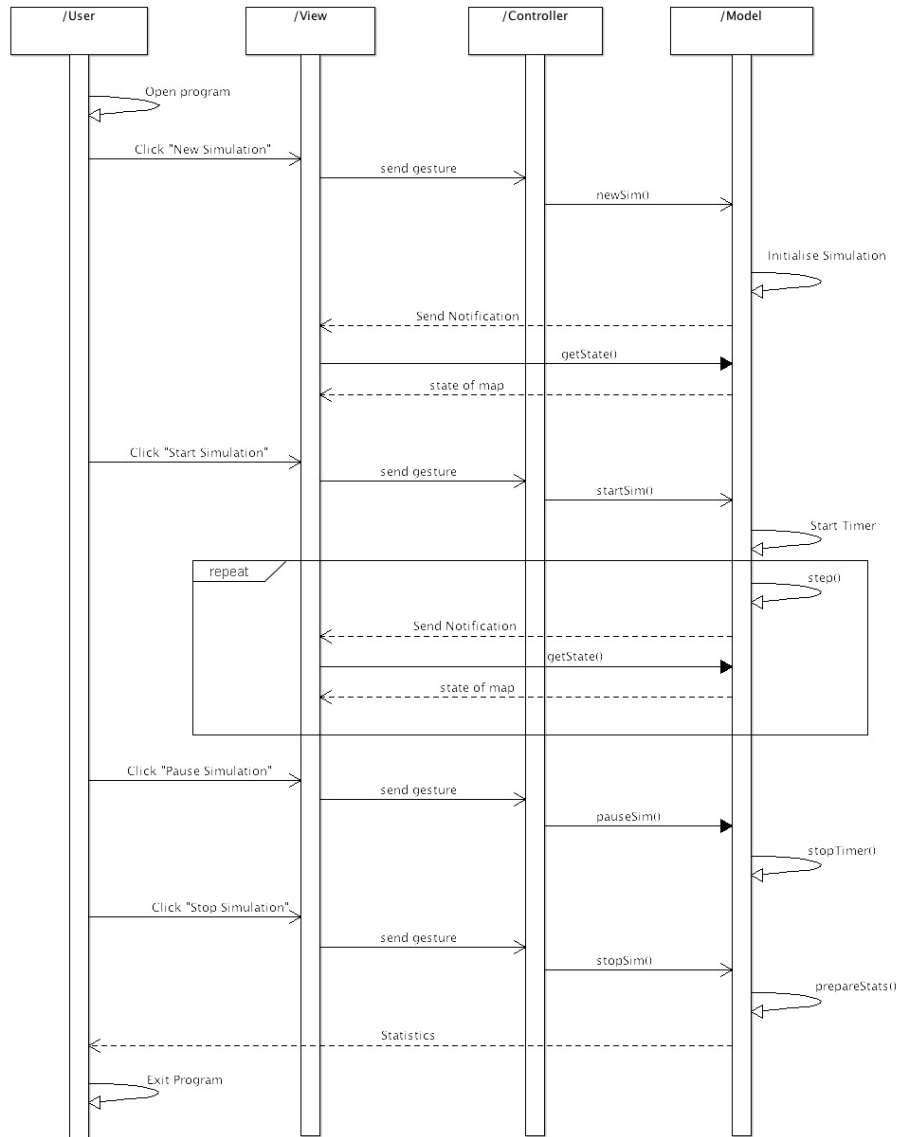


Figure 3: The sequence diagram of an example run of the simulation

cles would respond to and which could change colour based on a timer. Hence in our specification of the requirement we have given to each attribute a priority:

Necessary - a requirement is prioritised as necessary if it is a core component of simulation which deem to be necessary to achieve our original goals.

Optional - a requirement is categorised as optional if it's inclusion would be an important benefit to the overall system but without it we will still achieve our goals.

Extra - a requirement is defined as extra for two reasons. The first is that it is an unnecessary attribute but would build a more realistic simulation. The second reason is that although we might feel the attribute is important it would be too time consuming to build in the given time frame.

| Necessary | Optional | Extra |
|--|---|---|
| Roads Cars Roundabout Multiple lanes Traffic lights Car timer | Spiral roundabout Emergency vehicles Dynamic traffic lights | Buses Parking Zebra crossing Driver Behaviour Horns/honking |

Table 1: Priority listing for the requirement of our system

Add intro to section, explanation of table and Nur's Gantt diagram.

3 Implementation

Final Sprint - traffic signals, statistics and UI.

3.1 Documentation

export of JavaDoc, plus help for the user how to use the simulation (i.e. to start, click the start button, to finish, click stop button, etc).

| Name | Priority | Start | End | Dependency |
|---------------------------|-----------------|--------------|------------|-------------------|
| 1. Road | Necessary | | | |
| 2. Cars | Necessary | | | |
| 3. Roundabouts | Necessary | | | 1 |
| 4. Multiple Lane | Necessary | | | 1 |
| 5. Traffic Lights | Necessary | | | |
| 6. Car Timer | Necessary | | | 2 |
| 7. Spiral Roundabout | Optional | | | 3 |
| 8. Emergency Vehicle | Optional | | | 2 |
| 9. Dynamic Traffic Lights | Optional | | | 5 |
| 10. Buses | Extra | | | 2 |
| 11. Parking | Extra | | | 1 |
| 12. Zebra Crossings | Extra | | | 1 |
| 13. Driver Behaviour | Extra | | | 2 |
| 14. Horns/Honking | Extra | | | 13 |

Table 2: Timetable for the project

3.2 Testing

4 Team Work

In a group project team work plays a big part in the successes and failures of a project. In this section we discuss what roles each of the group members had and how this helped or hindered the project. We also discuss how the group handled using github to work as a team and what we have learned through this experience.

4.1 Meetings

In the start we met twice a week to discuss the project. This was a crucial part of the project and need every team member. It was here that we faced our first problems as a group. This was a lack of communication and continued to be an issue for the group until the end of the project. At first we struggled to find an instant message application that could be used by all members of the group. For a few weeks we would use a combination of both Whatapp and text messages to communicate but this caused issue because sometimes we would only put the message on the group Whatapp. This meant that some members of the team would not get the messages and would miss the group meetings. Consequently, we need a new form of communication and we choose slack as an alternative which every member of the group was happy to use. However, again we struggles to be consistent with our means of communication and it began to hold the group back. Finally a decision was made that all important messages which needed to be read by all members of the group would be sent my KCL email as this was an application that every member had and would

heck frequently. Although this worked well for us, it had its drawbacks. The main problem was that it wasn't instantaneous as an instant message and so we would have to leave at least 24 hours for people to look at their emails. Alongside this, Rochelle as project coordinator would send our calendar request for all meetings so each member of the team knew when every meeting was. This worked a lot better for our group as no members of the group missed the team meetings as a result of not knowing they were taking place.

Another way we tried to ensure we making the best use of our weekly meetings was to set an agenda at the start of every meeting. This allowed every member of the group to bring to attention any issue they were having and also helped us to structure our meetings. At the end of every meeting the project co-ordinator would create a report of the minutes of the meeting. This included the agenda, discussion point- what was discussed in the meeting and action points - what each member of the team needed to do before the next meeting. These reports were uploaded to github so that every member could look at it if they had to clarify anything.

Once we were clearly of the specification of system and we were ready to start designing we gave everyone the components of the project they were to work on. Then in the weekly meeting which were decreased to once a week we would feed back on what we had done. However it became clear that progress had slowed. It was decided that the waterfall model wasn't suited to our project and we began to follow the agile scrum method. [explain this method. Find a space to put the description of waterfall. Perhaps in the implementation section.](#)

4.2 Roles and Subgroups

As a team we began by discussing what we would all like to gain from the project, where we felt we would be best used and why. This allowed us to delegate roles and tasks based on what would be most advantageous to the team. Whilst these roles were formed at the start of the project, throughout its duration these were adapted to meet the needs at that time. As a group we tried hard to be as flexible as possible as we realised the demands of others. The main roles of group members are as follows:

Anton - Software engineer and architect

Kim - Graphics coordinator

Nur - Software engineer

Rochelle - Project and documentation co-ordinator

Zaki - Software engineer

4.3 Github

5 Evaluation

6 Peer Assessment

| Name | Points |
|----------|--------|
| Anton | |
| Kimberly | |
| Nur | |
| Rochelle | |
| Zaki | |

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