

## Student Declaration of Authorship

Course code and name:	Advance Software Engineering (F21AS)
Type of assessment:	Group
Coursework Title:	CW Stage 1 – Development Plan
Student Name:	Ahmad Kakar
Student ID Number:	H00418426

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Student Signature (Ahmad Kakar):



Date: 17/02/2023

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## Student Declaration of Authorship

Course code and name:	F21AS – Advanced Software Engineering
Type of assessment:	Group
Coursework Title:	CW Stage 1 – Development Plan
Student Name:	Roshni Kashetty
Student ID Number:	H00414006

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**Student Signature** (type your name): Roshni Kashetty

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## Student Declaration of Authorship

Course code and name:	F21AS – Advanced Software Engineering
Type of assessment:	Group
Coursework Title:	CW Stage 1 – Development Plan
Student Name:	Seigha Kenekayoro
Student ID Number:	H00424793

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**Student Signature** (type your name): Seigha Kenekayoro

**Date:** 17/02/2023

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## Student Declaration of Authorship

Course code and name:	F21AS – Advanced Software Engineering
Type of assessment:	Group
Coursework Title:	CW Stage 1 – Development Plan
Student Name:	Daniel Denley
Student ID Number:	H00419133

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**Student Signature** (type your name): Daniel Denley

**Date:** 17/02/2023

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## Development Plan

*Team 15 Contributors: Daniel Denley, Roshni Kashetty, Seigha Kenekayoro, Ahmad Kakar*

### **Data Structures:**

When deciding upon data structures we first considered what would be the most common function of our application. The application has vehicles assigned to a segment which along with their direction dictate which phase they are on. These phases represent lanes which the vehicles queue in. Each phase has an allotted time for a certain amount of vehicles to exit this queue before the next phase is commenced. From this we know that an implementation of a FIFO queue will give us efficient functionality of removing vehicles from the lane queue they are in, after research it was deemed that a linked list queue was the most suitable implementation for this. However when a vehicle is removed from this queue we do not want to dispose of the vehicle object, just update the status from waiting to crossed.

As we still want to hold the vehicles objects to display their information on the GUI and for use in the produced report we want to hold the vehicle objects in another data structure. Here the choice was taken to hold all vehicle objects in a hash table. Instead of holding the vehicle objects themselves in the FIFO queues representing the lanes/phases we instead only hold a vehicle ID. This vehicles ID is popped from the queue and then used to efficiently access the hash table and update the vehicle objects status property from waiting to crossed.

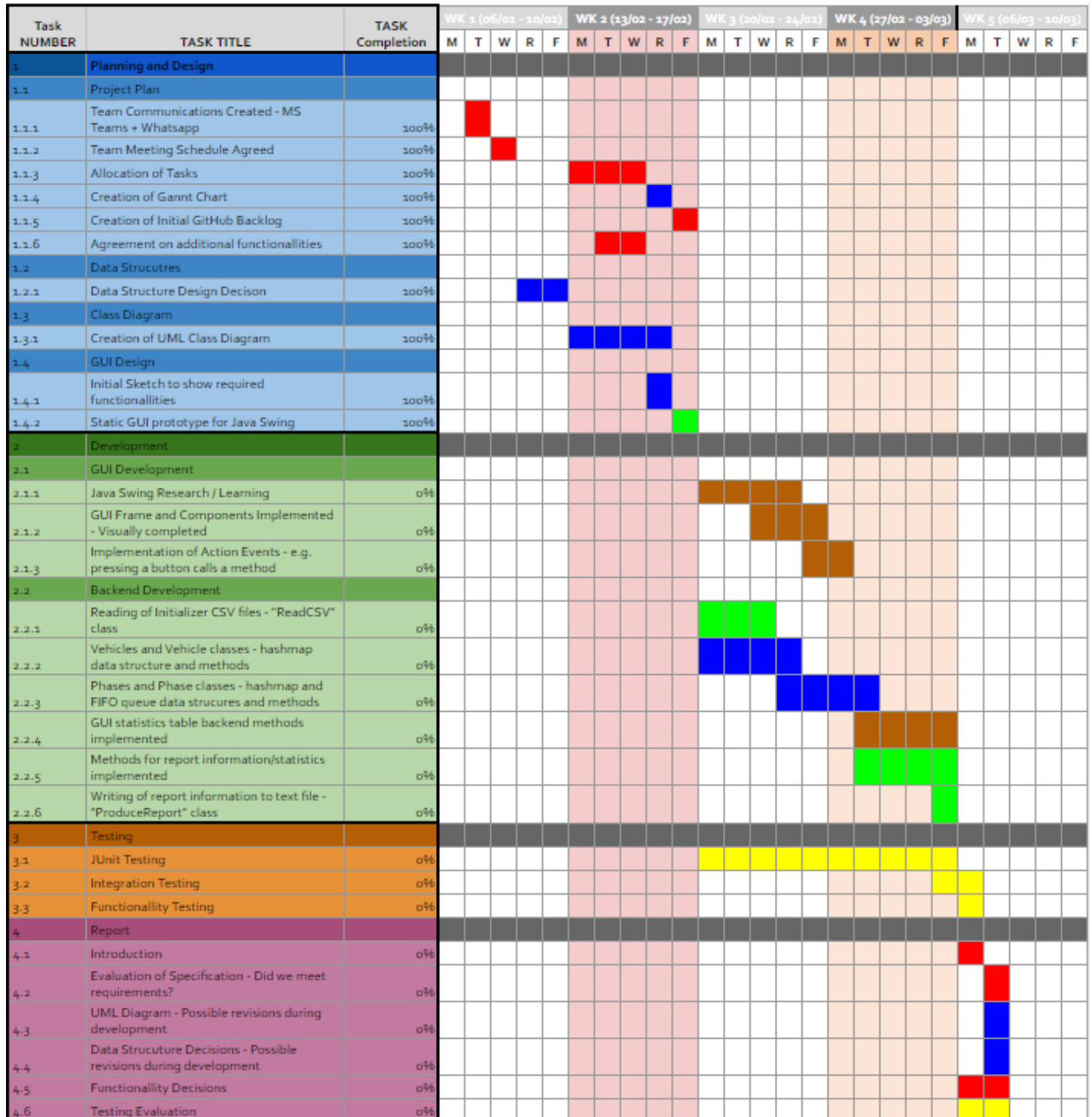
A final data structure, a hash table, is used to hold each vehicle ID queue representing the phases/lanes. Originally we planned to use a linked list to contain these queues as each phase is cycled sequentially during simulation and linked lists are efficient in retrieving the next object in the list. We instead chose a hash table as adding vehicles both initially and through the GUI meant we had to iterate over the entire linked list until the appropriate phase was found and in large amounts of phases this would become inefficient.

The data structures themselves can be found in the following classes:

- **Vehicles class:** Holds the hash table containing the Vehicle ID as a key and a vehicle object as the value.
- **Phases class:** Holds the hash table containing the Phase Number as a key and a phase object as the value.
- **Phase class:** Holds the linked list queue implementation. Each item in this queue holds the string vehicle id which when popped is used to access the vehicles hash table and update the relevant vehicle object.

### **Project Plan:**

Once we had evaluated the project requirements and the required functionalities of our application we then proceeded to break down these functionalities into smaller development tasks which we allocated amongst ourselves. During our meeting we discussed our strengths and predicted timelines for us to complete each task. A Gantt chart was then created to display the timeline for our development and the division of tasks. Broadly development was split; GUI – Roshni, Backend – Daniel and Seigha, Testing and Exceptions – Ahmad.



Group communication will be handled through both a teams chat and a WhatsApp group for more urgent issues. The utilisation of GitHub will allow us to develop our allocated tasks asynchronously and keep everyone updated on progress through a GitHub project backlog.

Team meetings have been arranged biweekly. An in-person meeting Wednesday morning for pair-programming and a teams meeting on Saturdays for a weekly review of work achieved and possible development timeline problems.

### UML Class Diagram:

