

#### **Introduction: The Research Questions**

- RQ1. What evidence exists to show that implemented requirements (features/qualities) are not always beneficial?
- RQ2. What is an appropriate approach for modelling the assumed benefits of software requirements?
- RQ3. What aspects of the resulting benefit model are important for analysing the strategic alignment of software requirements?
- RQ4. What are the quality characteristics of such models, and what challenges preclude them?
- RQ5. How can a supporting tool address the challenges elicited from RQ4?

Motivation from the Literature					
Summary:		s in software developmen er who pays for it! <i>Satisfied</i>	•		
Key Message	64% of delivered software functionality is never/rarely used (45%,19% respectively).	73% of COTS software is never used, which leads to "bloated software" that is hard to maintain and to use.	There is little to no correlation between a company's level of IT investment and its profitability.		
Source	Chaos Report v3 Analysis, Scott W. Ambler, 2006	"Bloat": the objective and subject dimensions, J. McGrenere, CHI 2000	Does IT Matter? Information Technology and the Corrosion of Competitive Advantage, HBR Article, N.G. Carr, 2004		



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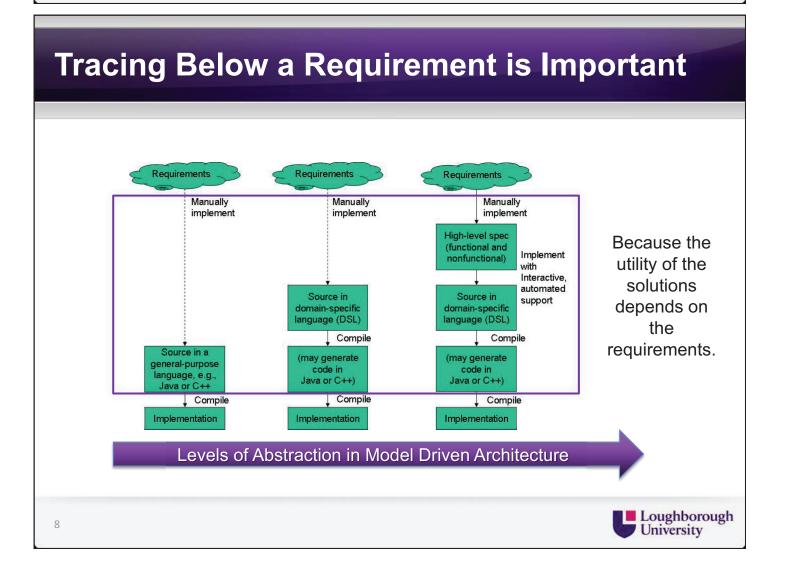
### **Motivation from the Industrial Partners**

- Managers need to be shown how software systems align with the objectives of the business – "singing from the same hymn sheet".
- Questions such as "Why do we need this function, and why should its output be this precise?" are sometimes hard to find the answer to.
- Business stakeholders **don't understand the application domain**, but decisions made there impact the satisfaction of their objectives. "I thought the software would make analysis faster AND more accurate!".
- Stakeholders believe that **their requirements are the most important** because they only know their domain (they are specialists) priority should be based on business needs, not the interests of engineers.

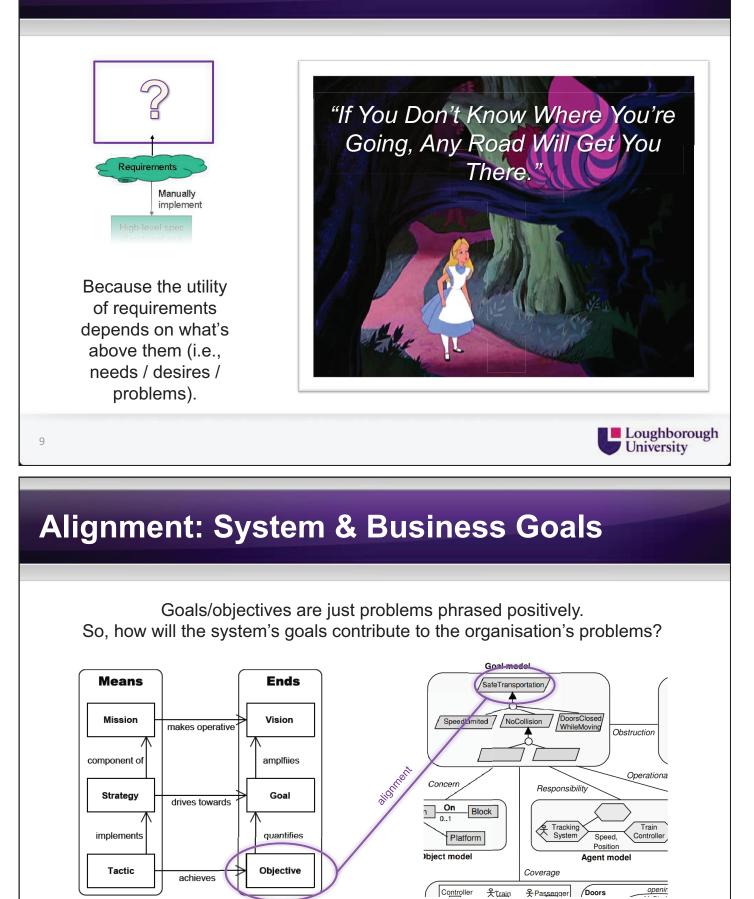
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#### The Same Applies for Tracing Up



OMG's Business Motivation Model (bounded by the vision of the overall organisation).

System Goal Model (bounded by the ability of the system's agents to influence the goals).



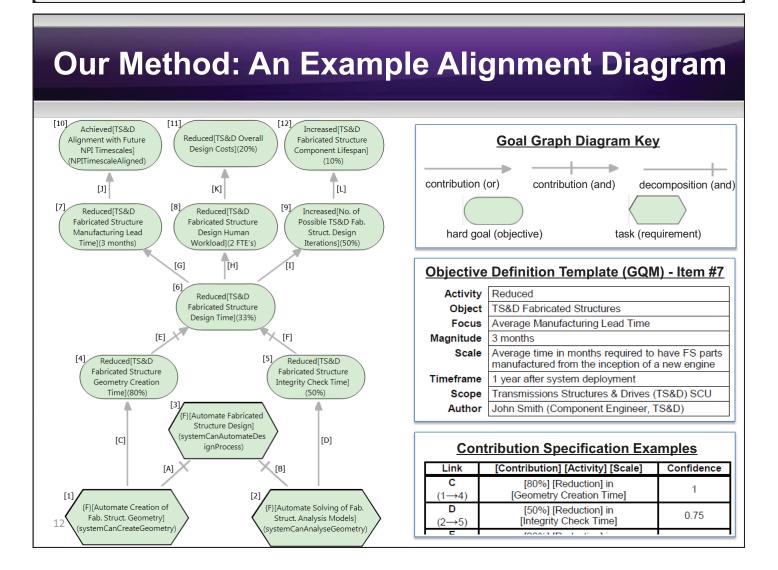
## **Brief Critique of Current State of the Art**

- <u>B-SCP Requirement Strategic Alignment Framework</u>
   Does not use contribution weights of any kind to represent the extent of the alignment, e.g., requirementX supports objectiveC but how well?
- <u>Goal Oriented Requirements Engineering (GORE)</u>, e.g., i\*, KAOS Goal-goal contribution is not considered in terms of the effects some contribution has all the way up the goal chain, e.g., some satisfaction of requirementX to extent y in terms of objectiveC, objectiveB & objective A.
- House of Quality Diagram (QFD)
   Does not use application domain metrics to explain the contribution made
   how can we verify that requirementX supported objectiveC by "6" (on a
   scale of 1-9). Does not abstract goals (e.g., why is objectiveC important?).
- None consider confidence, despite the uncertainty involved in predicting that requirementX will support objectiveC to some extent.

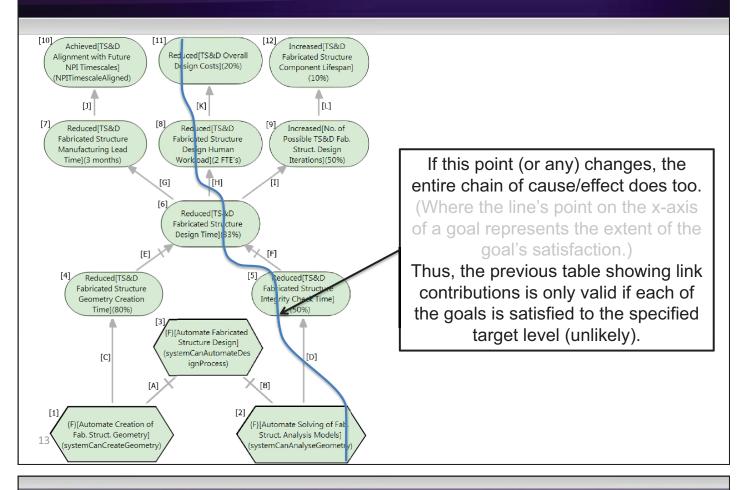
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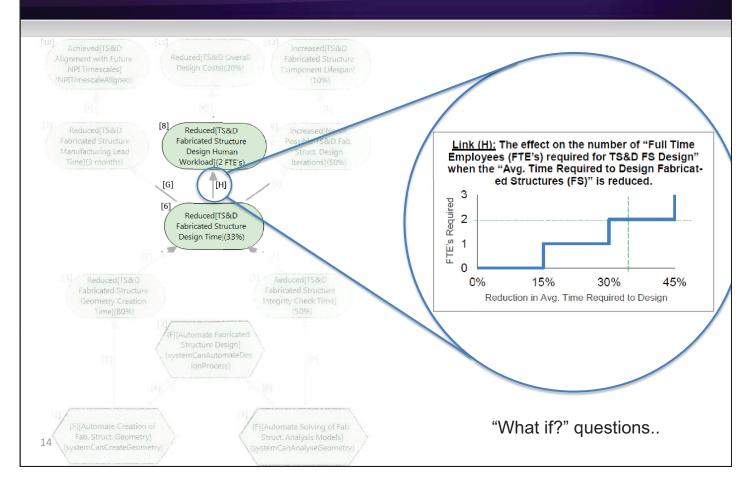
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### **Dynamics of Contribution Links**



#### **Better Describing the Contribution Links**



# GoalViz Tool Screenshot (0.3b)

Things (Requirements, Objectives)	Objective Attributes	Visualisation
Goals	Activity Reduce	A chieve (Journey Failure Rate) (<1%)
🔺 🚠 Project Root		
a 🔄 Objectives	Object Engine	
a 📴 Car Objectives		
Achieve[Journey Failure Rate](<1%)	Focus Seize by Piston Damage Probability	
a 📴 Journey Objectives		Minimise[Car Breakdown Probability](0.05)
Minimise[Car Collision Accident Probability](-	Magnitude <0.0002	
Minimise[Car Breakdown Probability](0.05)		
Maintenance Objectives	Scale Probability that the engine will seize due to piston damage on a given journey.	
<ul> <li>Maintain[Wheel Brake Stopping Power](80%)</li> </ul>		Deducation Option Deskabilitati (20004)
Reduce[Engine Seize Probability](<0.001)		Reduce[Engine Seize Probability](<0.001)
۵ 🔁 🖬	Timeframe For each and every Journey	
Reduce[Engine Seize by Friction Probabilit		
Reduce[Engine Seize by Piston Damage	Scope Business and Pleasue Journeys	
a 📴 Requirements		eize by Piston Damage Probability](<0.0002) Reduce[E
<ul> <li>{F}[Maintain Car]</li> </ul>	Complete 🗹	
a 📴 L1		
<ul> <li>{F}[Change Oil]</li> </ul>	Author James Dillon - Reliability Centered Maintenance Dept, Internal;	
<ul> <li>{F}[Change Brakepads]</li> </ul>		
[F][Rebuild Engine]	Links To Other Items	F}[Maint]
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	From Link Type To	
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#### **Evaluation & Future Work**

The construction of the evaluation framework to judge the usability and utility of the approach is in progress.

• It is a challenge to elicit observable phenomena that represent the benefits of applying the approach; we don't have time to wait for software to be developed & deployed.

Future work is to improve the accuracy of goal-goal contributions by:

- using stakeholder networks (as in StakeSource) and "wisdom of the crowd" theory to capture multiple sets of contribution forecasts;
- using similarity analysis on previous projects to find similar data (evidence) to base estimates upon.



