DEEP LEARNING-BASED REAL-TIME TRAFFIC RULE VIOLATION DETECTION SYSTEM: DETECTS VALID AND INVALID VEHICLES OR OBJECTS ON MAIN ROADS USING THE YOLO MODEL

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This Report Presented in Partial Fulfillment of the Requirements for the Degree of Bachelor of Science in Computer Science and Engineering

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DHAKA, BANGLADESH

JANUARY 2024

APPROVAL

This Project/internship titled **"Deep learning-based real-time traffic rule violation detection system: Detects valid and invalid vehicles and objects on main roads using the YOLO model"**, submitted by Sourave Paramanya, ID No: 201-15-3378 to the Department of Computer Science and Engineering, Daffodil International University has been accepted as satisfactory for the partial fulfillment of the requirements for the degree of B.Sc. in Computer Science and Engineering and approved as to its style and contents. The presentation has been held on *21th January 2024*.

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I hereby declare that, this project has been done by us under the supervision of **Ms. Subhenur Latif, Assistant Professor, Department of CSE** Daffodil International University. I also declare that neither this project nor any part of this project has been submitted elsewhere for award of any degree or diploma.

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ACKNOWLEDGEMENT

First, I express my heartfelt thanks and gratitude to the Almighty God for His divine blessings that made it possible for me to successfully complete the final year project/internship.

I am truly grateful and extend my profound indebtedness to Ms. Subhenur Latif, Assistant Professor in the Department of CSE at Daffodil International University, Dhaka. My supervisor's deep knowledge and keen interest in the field of 'Deep Learning' were instrumental in carrying out this project. His endless patience, scholarly guidance, continual encouragement, constant and energetic supervision, constructive criticism, valuable advice, reading many inferior drafts and correcting them at all stages have made it possible to complete this project.

I would like to express my deepest gratitude to Dr. Sheak Rashed Haider Noori, Professor and Head of the Department of CSE, for his kind assistance in completing our project. I also extend my thanks to other faculty members and the staff of the CSE department at Daffodil International University.

I would like to thank all my course mates at Daffodil International University who actively participated in discussions during the completion of the coursework.

Finally, I must acknowledge, with due respect, the constant support and patience of my parents.

ABSTRACT

Traffic rule violations are a significant issue in cities, causing bottlenecks and accidents due to slow-moving vehicles, rickshaws, and illegal vehicles. These infractions impede traffic flow and increase the risk of accidents. This research project proposes a real-time traffic rule violation detection system using the Yolo model to identify slow-moving vehicles or objects causing traffic jams or accidents. The system uses videos or images of vehicles or pedestrians in Bangladesh's capital city Dhaka as raw data. Three of the best object detection algorithms, YOLOv5, YOLOv7, and YOLOv8, were used for object detection. YoLov8 demonstrated the best accuracy, providing a single framework for training models for object identification, instance segmentation, and image classification. YOLOv8 took the crown for overall accuracy, with the highest mAP50 (0.94) and an excellent track record of accuracy in most classes. It is the most precise in both automobile and infraction detection, but its instance count is not as high as YoLov5. YoLov7, a well-balanced competitor, may match YoLov8's accuracy but can't match its respectable mAP50 and recall values. YoLov5, with the most detections (2097), takes the top spot, indicating a wider net but at the expense of some limitations.

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CHAPTER 1
INTRODUCTION

1.1 Introduction:

Today's world is moving at a fast pace, the countries of the world are becoming more and more mechanized and progressive day by day and the progress of the countries of this fast-moving world mainly depends on the proper transport system. In places where there is a good transport system, it is more convenient to travel and carry goods for various reasons, and as a result, the development of the country is accelerated. Traffic congestion occurs in Bangladesh for various reasons, which disrupts the communication system as well as the overall quality of life of the people.

There are issues with traffic congestion all around the globe. It is still an issue, particularly in places with high population densities. Traffic jams often cause people to be late for appointments at work, school, or other places, and many of them leave considerably earlier to avoid being late for traffic jams as well [22].

Improving safety and decreasing gridlock on main roads brought on by rickshaws and other slow-moving vehicles are ongoing challenges. These cars move more slowly than normal cars, which makes them more likely to create obstructions and perhaps hazardous situations. It often results in collisions and impedes regular traffic [22]. To tackle these problems successfully, a multifaceted strategy is needed. The deployment of effective traffic management systems is a crucial component. These include placing overtaking zones, arranging parking lots strategically, and streamlining traffic signals [3]. By taking these precautions, traffic management is effectively managed, reducing the number of bottlenecks brought on by slowly moving cars.

Such a problem cannot be handled by the traffic police alone. This is where our automatic vehicle-detecting technology comes in handy. Nowadays, computer vision or image-based detection techniques may be used to improve traffic systems' intelligence. It is important to have a complete system for vehicle identification. Using individual detection systems in different vehicles to monitor their movements and identify those who travel slowly may cause traffic obstructions or other hazards. For detection approaches to achieve high accuracy in identifying traffic rule breaches, various techniques are generally used. To efficiently monitor and enforce traffic laws, these systems often combine hardware (such as cameras or sensors) with software (computer vision algorithms) [20]. These coordinated efforts seek to lessen the chance of accidents or provide a smooth and effective traffic system free from slow-moving illegal cars and pedestrians on important thoroughfares. A strong road transport system may be established by combining these strategies. To create a road transportation system that is safer and more effective, collaborative execution of these techniques is essential [2].

In this research project, I propose a real-time traffic rule violation detection system that can detect legal and illegal vehicles or objects using the Yolo model. Our main aim is to identify the slow-moving vehicles or objects on the main road that cause traffic jams or accidents. Here I am using videos or images of some vehicles or pedestrians in Bangladesh's capital city Dhaka as raw data. Next, I used three of the best object detection algorithms: YOLOv5, YOLOv7, and YOLOv8. Where YOLOv8 gives me the best accuracy. Yolov8 is very accurate and fast. Compared to YOLOv5, YOLOv6, and YOLOv7, it is faster and more accurate and provides a single framework for training models for object detection, instance segmentation, and image classification. This object detection technique is incredibly quick and precise. It offers a single framework for training models for object identification, instance segmentation, and picture classification, and it is quicker and more accurate than YOLOv5, YOLOv6, and YOLOv7 [11].

1.2 Motivation:

The frequency of breaking traffic laws is a glaring barrier to the city's easy transportation. Traffic bottlenecks and accidents are sometimes caused by slow-moving vehicles such as bicycles, rickshaws, and slow-moving illegal vehicles, as well as by people crossing the road carelessly. These infractions not only impede traffic flow but also raise the risk of accidents; therefore, handling them as a foundation for traffic management is very important.

The research concentrated on fundamental infractions of traffic laws since it identified them as significant causes of traffic jams and safety risks. The main causes of the gridlock on Dhaka's roadways are slow-moving cars and pedestrians, who often disregard marked crossings and foot overbridges. The intended system will be trained extensively on a vast array of traffic films and photos so that it can identify various traffic infractions, ranging from cars that follow the rules to those that break the law, including pedestrians who stray from the approved pedestrian route [13]. To categorize and identify these infractions in real-time, a more secure and effective traffic environment will be created. The primary suggested system leverages deep learning methods, a subset of computer vision, and object identification algorithms to provide robust picture and video analysis. Utilizing these cutting-edge technologies, the system seeks to both detect and lessen the effects of slow-moving automobiles on busy roadways. By investigating more explainable AI techniques, the research path aims to improve the system's transparency and dependability.

The aim of this explanation of the algorithmic decision-making process is to establish an accountable and transparent system. This research focuses on how important it is to recognize and lessen the effects of slow-moving cars and pedestrian infractions on busy highways. These elements raise the chance of accidents in addition to causing traffic congestion. Therefore, the basic goal has not changed: developing a system that can recognize these traffic triggers to prevent traffic jams and reduce the number of accidents on the road. This is a critical stage in the construction of Dhaka's safer and more effective highways.

1.3 Rationale of the Study

When we think about Bangladesh, the first thing that comes up is the traffic jam on the capital's main road. Since the communication system controls the economic infrastructure of a country, we should bring the main road traffic system into good order. Most of the vehicles playing on the main roads are mechanized and fast. Human-driven rickshaws or bicycles cannot be compared to these mechanical vehicles because mechanical vehicles can change speed instantly; on the other hand, slow, illegal vehicles do not [24].

When these slow-moving vehicles play on such dynamic routes, the entire traffic system loses its fixed course and creates complications. Traffic police or law enforcers cannot control it all the time, due to which we must lag behind developed countries.

Various studies have shown that they are detecting motorcycles without helmets through an automation system and taking the necessary action later [12]. So, we should also step into the age of modern technology to control the entire traffic system. Currently, various AI algorithms are working very well in automatic object detection. All these technologies are rarely used in our country. If we can apply this object detection technology to our traffic system, it will be possible to bring about a huge change in overall traffic control.

The rationale of this study emphasizes the critical need to harness technological advancements to address the challenges posed by slow-moving vehicles within Bangladesh's traffic system. Using AI-powered object detection capabilities, the goal is to set the path for a traffic management framework that is safer, more technologically advanced, and compliant with international standards.

1.4 Research Questions:

Developing research questions is essential to directing the investigation. These are some possible research questions specific to the investigation:

1. In what ways can Bangladesh's traffic management system make efficient use of object detection technology to identify and reduce traffic infractions resulting from slow-moving cars on main roads?
2. What are the major traffic violations associated with slow vehicles like rickshaws and bicycles, which affect traffic flow on major roads in Dhaka?
3. How can deep learning-based object detection algorithms, especially YOLOv8, be optimized and adapted to accurately detect and classify slow-moving vehicles in dynamic traffic situations?
4. What are the ethical and social implications of deploying AI-powered object detection systems in traffic management, particularly in the Bangladeshi context regarding privacy, bias and user trust?
5. What impact does the integration of AI-powered object detection technology have on the overall efficiency, safety and traffic flow of major roads in Dhaka and how does it compare to conventional traffic control methods?
6. To what extent can the implementation of an AI-based object detection system contribute to reducing Dhaka's traffic congestion, reducing accidents and improving the overall quality of transport infrastructure?

1.5 Expected Output

The main goal of this project is to use the YOLO model to create a real-time traffic infraction detection system that can distinguish between legal and unlawful cars or objects. The main objective of the system is to identify slow-moving cars or objects on major roadways that are contributing factors to traffic congestion or accidents.

The YOLO model is used to analyze photos or videos taken in Dhaka, Bangladesh, to identify which vehicles are obeying traffic laws and which are not.

Examined are three well-known object identification algorithms: YOLOv5, YOLOv7, and YOLOv8. Of these, YOLOv8 shows the best accuracy in identifying violations of traffic rules. Traffic flow is greatly impacted by the frequency of infractions of traffic laws. Bicycles and rickshaws are examples of slow-moving vehicles that frequently impede traffic, resulting in accidents and congestion. The technology seeks to facilitate better traffic management and accident avoidance by detecting these infractions. The system aims to develop into a more complete tool that can identify different traffic offenses, such as unauthorized pedestrian crossings and other rule infringements, with proper training. Transparency, efficacy, and trust are anticipated to increase with the integration of cutting-edge AI-based object identification algorithms in traffic management. If the system is successfully implemented, traffic congestion may be reduced and the likelihood of accidents caused by slow-moving cars can be decreased, which can result in safer roads. The project aims to modernize traffic regulation and improve commuter safety and efficiency by using a real-time infraction detection system.

A very accurate real-time traffic infraction detection system is the research project's expected result. If the system is successfully implemented, it might greatly increase road safety, improve traffic management, and open the door for more intelligent and effective transportation systems. This planned result describes the proposed real-time traffic infraction detection system's goals, approach, potential effects, and future improvements.

1.6 Project Management and Finance

The development of a computer vision system that employs the YOLO model to detect infractions of traffic laws requires tight collaboration between Project Management and Finance. Project managers establish the system's objectives, specify its requirements, allocate resources sensibly, handle any risks, and monitor development. Finance plays a major role in resource financial planning, budgeting and cost estimation, financial risk assessment, cost monitoring and management, and ROI analysis.

The efficient communication and collaboration between the project management and finance teams guarantees the seamless coordination and alignment of project objectives with financial constraints. Strategic alignment ensures the highest returns on investments in technology and resources in terms of efficiency, accuracy, and traffic management. The assurance of ongoing evaluation ensures that project performance and finances are regularly evaluated.

1.7 Report Layout

Chapter 1: Introduction, this section describes the goals and purpose of the project and provides background information on the computer vision-based traffic violation detection system.

Chapter 2: Background, examine the current state of traffic management in this section, highlighting the difficulties and constraints of conventional approaches. Talk on the need of sophisticated systems and emphasize how computer vision might transform traffic surveillance.

Chapter 3: Methodology, describe the techniques, instruments, and strategies used to create the traffic violation detection system.

Algorithm Selection: Justify your decision to use a certain computer vision method (such as YOLO) for traffic rule detection.

Gathering of Data: Describe the sources and kinds of data (such as labeled datasets and traffic camera video) that were utilized to train the models.

Training Models: Talk about how computer vision models are trained and adjusted for precise violation detection.

Describe the integration of these models with the current systems for traffic management.

Chapter 4: Experimental Results and Discussion are presented, describe the results and implementation findings of the project: Accuracy and Performance: Discuss the quantitative and qualitative findings pertaining to the accuracy of the system in identifying violations in situations that occur in real time.

Obstacles Met: Talk about any difficulties that arose during development or deployment and how they were resolved.

In contrast to Conventional Approaches: Compare the computer vision-based system's efficacy with traditional traffic monitoring methods.

Chapter 5: Impact on Society, Environment, and Sustainability, examine the wider effects of putting this system in place:

Enhanced Safety: Talk about the ways that better violation detection results in fewer accidents and safer roadways.

Traffic Management Efficiency: Emphasize how the system contributes to less traffic jams and more efficient traffic flow.

Environmental Benefits: Consider how better traffic flow and less idle may affect pollutants and fuel consumption.

Make sure the content flows logically from the introduction, which sets the scene via methodology, to the results and discussion, which presents the approach, to the results and discussion, which showcases the outcomes, and ultimately to the societal repercussions, which contain wider ramifications.

Clarity and Conciseness: Make sure that every part is focused on the pertinent components of the project, clear, and succinct.

Support with Data: To highlight conclusions and bolster conversations, use visual aids like graphs, charts, or illustrations.

A thorough examination of the project, from its conception and methods to its practical ramifications, is made possible by this organized format, which guarantees a balanced debate and analysis of the computer vision-based traffic violation detection system.

CHAPTER 2
BACKGROUND

2.1 Preliminaries/Terminologies

The use of computer vision in traffic management and surveillance is a revolutionary advance that redefines conventional thinking and increases the effectiveness of traffic monitoring systems. Essentially, computer vision uses complex algorithms and sophisticated image recognition methods to provide traffic surveillance systems with the ability to analyze and make decisions in real time. This technology infusion enables these systems to identify and monitor a variety of elements in traffic situations, including cars, pedestrians, and subtle behavioral patterns such as illegal parking or infractions of pedestrian rules.

Traffic authorities are equipped with proactive measures to manage traffic flow, enforce laws, and promptly handle possible interruptions, thanks to the versatile usefulness of computer vision. This technology makes it possible to quickly detect and highlight violations of the law or potential risks on the road, which promotes safer and more effective urban movement. Additionally, its real-time processing of massive volumes of data enables quick and well-informed decision-making, which improves overall traffic management tactics [3].

Traffic authorities can proactively monitor and direct traffic, continuously remove obstacles to traffic flow, and improve overall road safety using the accuracy and speed of computer vision. A paradigm shift has occurred with the inclusion of computer vision in traffic monitoring systems, which provides a powerful and effective means of controlling violations and ensuring efficient traffic flow.

In addition to bringing about a paradigm shift, this fusion of state-of-the-art computer vision technology with traffic monitoring promises to strengthen the essential foundations of road safety and efficiency. It marks the beginning of a new era in traffic systems, one in which proactive and predictive solutions replace reactive ones, opening the door to more intelligently controlled, safer, and smoother urban transportation networks.

2.2 Related Works

For the present state of transportation, a compelling traffic study is necessary. Understanding traffic patterns, assuring safety, and projecting future infrastructure requirements are all crucial. Nevertheless, manual completion of these intricate jobs is challenging and often ineffective. This is the point at which the area of merging object identification and computer vision techniques has developed into something exciting.

YOLO presents a revolutionary approach to traffic analytics. An automatic, quick, and precise method of validating traffic statistics derived from video footage is called "YOLO" (short for "You Only Look Once"). This revolutionary technology has completely redesigned and simplified the traffic analysis procedure. YOLO offers comprehensive and quick object identification in various traffic scenarios by using computer vision and object recognition techniques. This innovative technology greatly reduces the labor involved with human analysis while providing unparalleled accuracy and speed. YOLO's automatic traffic analytic skills make it simple for authorities to monitor traffic patterns, detect cars, pedestrians, and possible dangers in real-time, and respond quickly. This combination of object identification algorithms with computer vision not only expedites traffic analysis but also establishes the groundwork for efficient traffic management plans and predictive models, opening the door to a more adaptable and safe transportation environment. Here is a brief review of some recent research that monitors traffic patterns, and detects vehicles, pedestrians, and potential hazards involved.

According to a study by (Poddar et al.,2016) Automation of traffic monitoring systems may help handle a number of concerns linked to traffic law infractions, one of which is the use of computer vision technology. While manual monitoring and the use of radar guns are typical techniques, they are not very successful at covering numerous lanes or diverse kinds of vehicles. Therefore, using computer vision technologies to address these infractions may be helpful. Algorithm-integrated cameras may help detect vehicle counts and speeds of speeding cars in real-time, replacing the need for routine traffic police monitoring. While installing cameras may only cover a small area of interest, it offers a more flexible alternative than passive sensors, which are often placed on the ground and are subject to deterioration over time. As a result, cameras improve data accuracy, performance, stability, and flexibility of system installation.

(Sezan et al.,2023) many people's ignorance and the intrinsic insufficiency of certain laws and regulations are the causes of traffic rule violations. What's more, using modern technology is the answer to this issue. Convolutional Neural Network (CNN) and Near Infrared (NIR) Congress may be used to assist Vehicle Formation System (VPDS). This makes it feasible to monitor traffic, enforce traffic laws, restrict the number of cars, and alert irresponsible drivers to transgressions. A system called Vehicle Periodic Monitoring (VPS) may assist in stopping traffic violations before they happen or when a driver tries to comply with a court order. It may educate the legislation or set up an ear canal. Through social and political training, the use of this technology may enhance safety and traffic management while also helping to develop more responsible drivers.

(Ou et al.2012) The absence of high-throughput traffic analysis, real-time monitoring, and quick detection of different breaches is a crucial component of current systems. To accommodate the demand, a real-time vehicle traffic violation detection system is thus necessary [7]. A detection algorithm that can identify several forms of roadside offenses, such speeding and unauthorized parking, is included in the suggested system. In our solution, we use parallel computing methods to accomplish real-time analysis. Performance improvements in parallel real-time analysis are suggested via the use of a resilient data structure and an optimization technique.

Test results show the system's capacity to sustain high-throughput traffic monitoring streams, identify all forms of violations, and show substantial scalability on concurrent real-time analysis threads using both synthetic and real-world data in the tests.

(Song et al.2019) proposed a method where, In order to create a large dataset of high-definition automobile objects using surveillance cameras, this research presents a unique method of highway surveillance [5]. Using an annotated dataset created especially for this purpose, an end-to-end model for recognizing highway cars is created using the YOLOv3 object detection technique. The road surface is divided into proximate and distant zones, and sequential detection produces promising vehicle detection outcomes. Multiple object trajectories may be tracked thanks to the ORB feature extraction technique, which forecasts the item's location in the picture. Data on driving direction, vehicle kinds, and counts in the present traffic scene are collected by analyzing vehicle trajectories. The suggested approach has benefits over conventional hardware-based traffic monitoring, such as reduced costs, more stability, and less need for new equipment building or equipment adjustments, according to experimental findings that support its effectiveness and viability. In order to supplement the detection and tracking approaches, camera calibration is also investigated to convert vehicle trajectory locations from image coordinates to the world coordinate system.

This study by (Charran at al .2022) presents an automated system intended to detect and deal with two-wheeler crime. The system is designed to detect offenses including riding a bike without a helmet, using a phone while driving, wheeling, triple riding and illegal parking. By entering identified violations and accompanying vehicle numbers into a centralized database, it further automates the ticketing process. The proposed system uses a customized model that combines Tesseract and YOLOv4 with DeepSORT for tracking and infringement detection and number plate extraction. In our experiments, this setup produced an accuracy of 99.41% for number plate detection and a mean average accuracy (mAP) of 98.09% for violation detection on the test dataset. This study highlights the ability of advanced traffic violation systems to efficiently automate ticketing procedures. Furthermore, implementation of the system has the potential to influence safety-focused policies by enforcing stricter traffic laws and guidelines. By integrating an AI-based automated traffic violation and ticketing system, it furthers the development of intelligent city ecosystems.

The revised strategy proposed by (Gupta et al., 2022) called for creating a vehicle speed detection system based on video. For the purposes of cost control and intelligent traffic monitoring, this system works very well. The information required for motion detection and video processing is extracted from the camera output by this system. This work presents a novel approach to vehicle speed estimation utilizing video-based technologies, diverging from conventional radar-based approaches. Initially, it records real-time vehicle movement. Each moving object as it enters the image is recognized using a denominator cascade. After that, a unique identification card is supplied to the designated automobile. The system then uses the speed in consecutive frames to compute the vehicle's ultimate speed. A streaming web application allows users to view the system output, which includes vehicle speed and detection time, which are stored in a CSV file. This project's primary goal is to decrease the likelihood of accidents in order to improve road safety. Vehicle speed computation is a crucial part of traffic inspection systems, providing law enforcement and traffic management with important data. The fact that this method yields very accurate vehicle speed estimates is noteworthy and suggests that it has promise as a trustworthy tool for a range of applications.

The study used BiFPN to improve the Neck structure of a model, aiming to make it smaller and enhance feature fusion performance. The model's effectiveness in detecting road faults from drone and vehicle-mounted photos was demonstrated through experimental validation. The BL-YOLOv8 model outperformed popular object detection models by 2.4% to 18% in accuracy gains. The model also reduced computational and parameter requirements, reducing the computational burden by 11.45% and parameter size by 29.92% compared to the original YOLOv8s model. This optimization makes the model suitable for applications with limited memory and processing capacity, particularly in embedded systems.

Recently a study by (Wang et. al.2023) used BiFPN to improve the Neck structure of a model, aiming to make it smaller and enhance feature fusion performance. The model's effectiveness in detecting road faults from drone and vehicle-mounted photos was demonstrated through experimental validation. The BL-YOLOv8 model outperformed popular object detection models by 2.4% to 18% in accuracy gains. The model also reduced computational and parameter requirements, reducing the computational burden by 11.45% and parameter size by 29.92% compared to the original YOLOv8s model. This optimization makes the model suitable for applications with limited memory and processing capacity, particularly in embedded systems.

Use of Automation number Plate Recognition is increasingly now days for maintaining traffic activities and as similar to the method of automatic electronic toll collection. In the past, from the survey many techniques and algorithms have been proposed for number plate detection and recognition, each technique having its own advantages and disadvantages (Shreyas et. al., 2017). And thereby can be traced every vehicle for traffic rule violation and can provide the information to the concern authority to take further effective action, so (Shreyas et. al., 2017) can have smooth traffic flow and also (Shreyas et. al., 2017) can avoid accidents occurring on the traffic junction.

(Dasgupta et. al., 2020) study towards the speed enhancement of association rule mining algorithm for intrusion detection system. A framework using association rule mining algorithm, has been proposed for detecting suspicious activity in network traffic data. In order to ensure safety measures on roads of India, the identification of traffic rule violators is highly desirable but challenging job due to numerous difficulties such as occlusion, illumination, etc.

(Aboah et al.,2023) Their efforts to create a reliable helmet detection model with minimal annotation are ground-breaking and significant! Creating a method like the "few-shot data sampling technique" shows how to create models more efficiently by requiring less work to annotate while keeping them resilient. This approach not only saves time but also makes a major contribution to the development of object detection techniques. Furthermore, their use of a real-time helmet detection system that adjusts to various weather conditions and times of day demonstrates the usefulness of contemporary models like YOLOv8. The accuracy and practicality of the system are further enhanced by addressing boundedness and viewpoint problems via the use of data augmentation methods.To determine which YOLO model (YOLOv5, YOLOv7, and YOLOv8) is most useful for helmet violation detection, a comparative study of the models is important. By improving the accuracy and efficacy of the helmet violation detection system, this assessment aids in its fine-tuning.All things considered, their efforts to create novel strategies for effective model training and real-time detection systems show a thorough approach to improving object detection approaches, particularly when it comes to helmet detection and protection.

2.3 Comparative Analysis and Summary

Recent years have seen a number of groundbreaking studies highlight the revolutionary potential of state-of-the-art technology in the field of traffic monitoring and violation detection [9]. All of these research projects represent a paradigm change away from traditional approaches and toward using advanced instruments such as computer vision technology. The main reason for this change is because existing methods, including radar guns and passive sensors, are not able to cover a wide range of traffic lanes and identify infractions in a variety of vehicle types. Real-time, comprehensive violation detection has advanced with the merging of Convolutional Neural Networks (CNN), Near Infrared (NIR) Congress, and parallel computing approaches. These systems are very good at quickly detecting a wide range of violations, from cars that are speeding to parking without permission.

Furthermore, the innovation goes beyond simple detection; central databases and automated ticketing systems are suggested as essential elements. These components expedite the enforcement procedure and may encourage a culture that adheres to traffic laws more strictly. Methods for object detection have advanced significantly during the course of the evolutionary trajectory. Advanced models such as the BiFPN-optimized BL-YOLOv8 demonstrate significant improvements in accuracy as well as a significant decrease in computing complexity, making them appropriate for use in embedded systems with limited resources.

These studies cover a wide range of topics related to traffic management, not only violation detection. They include developments in Automatic Number Plate Recognition (ANPR), association rule mining methods for intrusion detection, and helmet detection systems. This all-encompassing strategy demonstrates a determined effort to support safety protocols, maintain traffic flow, and successfully reduce rule violations. With an emphasis on accuracy, scalability, and real-time adaptation as the pillars of modern traffic management paradigms, these technical advancements highlight a more comprehensive vision of intelligent traffic ecosystems. When taken as a whole, these findings indicate a dramatic change toward a technologically advanced environment that is ready to completely reshape traffic management and safety enforcement.

2.4 Scope of the Problem

The problem of traffic congestion causes disruptions to everyday life and makes transportation less effective. It is particularly common in highly populated cities like Dhaka, Bangladesh. Vehicles that move slowly, especially rickshaws, are a major source of this issue. Manual traffic management techniques now in use find it difficult to handle the complexity that these sluggish cars bring. An automated method that uses the YOLO model to identify legal and unauthorized cars that are impeding traffic flow is one way to address this problem. Starting in Dhaka and with wider implications for tackling worldwide urban congestion concerns, this project aims to establish a more efficient traffic control system by using modern computer vision and deep learning methods.

2.5 Challenges

A varied collection of car photos may be gathered to give flexible guidelines for computer vision and detection techniques. Obtaining a dataset that precisely depicts the robust spectrum of automobiles in many variations and circumstances is the ideal spectrum. Images of various car models, makes, colors, angles, lighting settings, and ambient text must be sourced for this. It takes a lot of effort and time to put together these kinds of databases, and careful data curation is necessary to guarantee inclusivity and harmony.

Over time, the quantity and quality of datasets change. It takes a lot of work to gather a sizable collection of excellent photos for training and assessment purposes. It takes a lot longer to generate a dataset when accuracy, acceptability of annotations, and the lack of outliers are all maintained at the same level of care.

Information vaccination gives the reporter more ports of access. Year, make, model, and any other pertinent details Citations Talk It will take a significant amount of effort and money to ensure that these vaccinations are reliable and accurate.

Acquisition of datasets is driven by navigating political and legal actors. Copyright Law Collecting, Fair Use Rights, and Respecting Privacy Concerns When Taking Images from Various Due Diligence Policy Guidelines and Complaints Against Voting.

Lastly, adhere to the given rules. It may be especially challenging to get pictures that properly convey the viewpoint of unusual or remarkable cars under uncommon or exceptional circumstances. In order to fulfill the goals of the study and to obtain findings within the dataset cure, it can be required to add specificity to the process. To calculate this, one must use a comprehensive strategy that combines attempts to integrate many techniques and bring responsibility to the process of creating a dynamic dataset.

Selecting the ideal location becomes difficult as the photos we want for our study cannot be found on Google or any other website; instead, we must personally get the data or photographs, drive and take precautions against any mishaps.

The next step is to gather these pictures or data. We needed to analyze our data to train our YOLO model after selecting YOLO as a suitable technique for object detection in our study. To this end, we employed a variety of websites or annotation tools to annotate our data and fit our YOLO model.

CHAPTER 3

RESEARCH METHODOLOGY

3.1 Research Subject and Instrumentation:

3.1.1 Research Subject:

The goal of the research is to create an enhanced traffic violation detection system by using computer vision and deep learning methods. This system especially leverages one of the most sophisticated object detection techniques available, the YOLO model, to identify and categorize legal and unlawful cars and objects on the road. The instrumentation employs picture and video datasets that record traffic situations in Dhaka, Bangladesh, in order to train and test the detection algorithms. Traffic snarls and accidents on major roadways are caused by slow-moving cars or objects. Cars, motorcycles, CNG vehicles, and infractions (which might include pedestrians, rickshaws, or other obstacles on the main road) are the four categories of items that need to be identified. (Table:3.1 All class)

Table 3.1: All class of object

No.	1	2	3	4
Class name	CAR	CNG	BIKE	VIOLATION
Images				

In order to assess the precision, speed, and overall effectiveness of various object detection algorithms, three distinct methods are employed: YOLOv5, YOLOv7, and YOLOv8.

Preprocessing the data, utilizing annotated datasets to train deep learning models, and assessing the models' performance in actual traffic scenarios are examples of research methodologies. To enhance traffic management and road safety systems, a dependable and precise model that can promptly and effectively identify traffic offenses must be Developed.

3.1.2: Instrumentation:

Using the iPhone 12's camera, we were able to gather data by taking images and videos. Images and videos were taken using an iPhone 12, which was the main source of data used to train the traffic violation detection system. The gadget has a 12 MP camera with an f/1.6, 26mm wide lens, which improves the clarity and quality of the data that is captured.

VLC Media Player: For creating picture frames out of 4K movies. Video data must be separated into individual picture frames for annotation and object detection training, which is made possible by VLC's ability to extract frames from movies.

Annotation Platform (CVAT): To facilitate annotation, the Open Data Annotation Platform, or CVAT, was used. This technology made it easier to identify and classify different objects and vehicles relevant to the detection of traffic violations by labeling and annotating the gathered photos and videos.

Code Execution (Google Colab): The code was executed using the cloud-based platform Google Colab. Programming code might be executed on this platform, especially for the YOLO algorithm's testing, training, and application. Python 3 is the backend used by Google Compute Engine (GPU). Storage: 26.26/78.19 GB, RAM: 0.97/12.67 GB.

YOLO Algorithm: Using the gathered data, the YOLO (You Only Look Once) algorithm served as the main training, testing, and detection model for traffic offenses. With its focus on real-time object detection and classification, this deep learning-based system offers precise and effective identification of objects and moving cars.

The essential instrumentation used throughout the project for data processing, annotation, algorithm development, and traffic violation detection consisted of combining these tools and instruments: the YOLO algorithm, Google Colab for code execution, CVAT for annotation, iPhone

12 for data capture, VLC Media Player for convert videos to JPG images, and CVAT for annotation.

3.2 Data Collection Procedure/Dataset Utilized

3.2.1 Data collection:

The dataset utilized in this research was meticulously gathered at a critical intersection, the Dhanmondi 32 signal, within Dhaka city. This location holds paramount importance as a major traffic hub facilitating movement between key areas like Mirpur, Dhanmondi, and Newmarket. The bustling nature of this route captures the essence of Dhaka's intricate traffic ecosystem.

Utilizing an iPhone 12 equipped with a 12-megapixel camera, video footage was methodically captured at this intersection.

Fig: 3.1 Raw Image for Anotation

The dataset obtained portrays a rich and diverse array of traffic dynamics prevalent in Dhaka, encapsulating various vehicular movements, pedestrian activities, and fluctuations in traffic density. This dataset serves as the fundamental resource for training and validating object detection and traffic violation detection models. It provides a comprehensive representation of real-world traffic scenarios specific to Dhaka, contributing significantly to the research's authenticity and relevance to the city's traffic management landscape.

3.2.2 Preprocessing:

Given the application of the YOLO algorithm, preprocessing the data is crucial to ensure compatibility with our YOLO-based model, requiring images as the primary data format. Since our dataset comprises videos, the initial step involves converting these videos into a suitable image format. To accomplish this preprocessing stage, we employ VLC media player, which allows us to extract frames from the video. To prepare video data for the YOLO algorithm: Open VLC Media Player, but don't directly import your video.

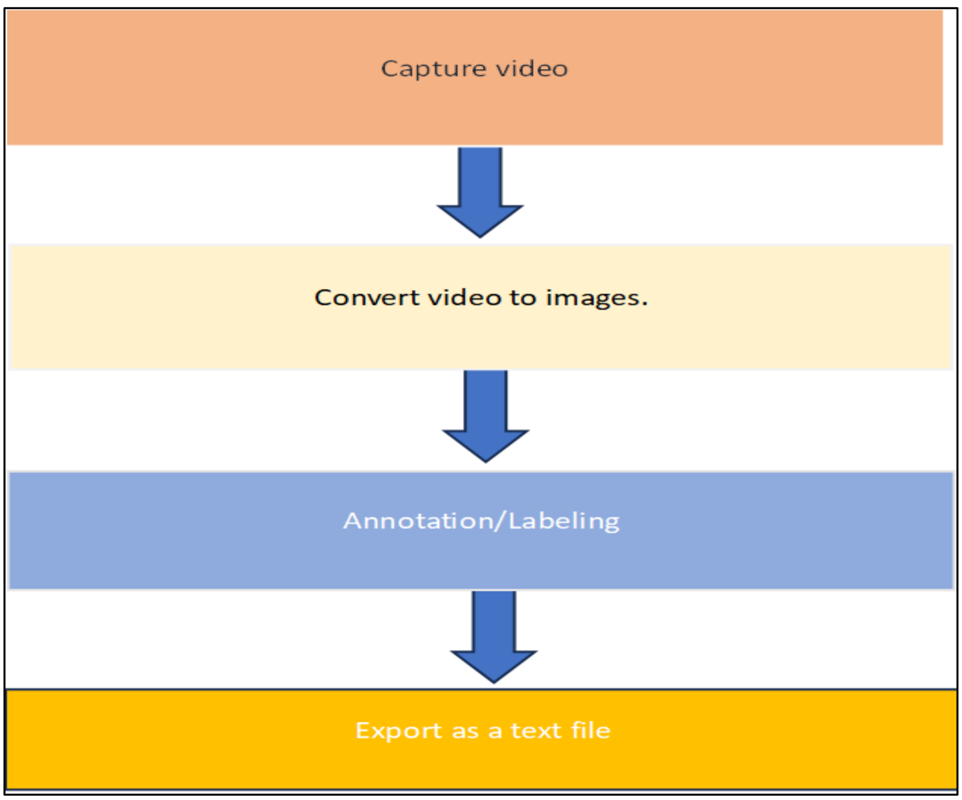

Fig: 3.2 Data Workflow

Preliminary adjustments are necessary. Access Preferences by navigating to Tools > Preferences. Make sure to display all settings. Adjust Scene Filter Settings found in Video > Filter > Scene filter within Preferences. Customize Image format, Image width, Image height, Directory path, and Recording ratio to suit your dataset. Save these settings to apply the changes. These steps enable the accurate conversion of video content into a series of images, laying the foundation for YOLO algorithm annotation and training on the dataset.

3.2.3 Annotation and Export data:

CVAT (Computer Vision Annotation Tool) serves as a powerful platform for annotating important data in computer vision projects. With CVAT, annotators need to efficiently label images and videos to generate datasets suitable for training and testing machine learning models. Here we have annotated based on 4 classes. The classes are CAR, CNG, BIKE and VIOLATION. These classes are labeled according to the class name. When the annotation process is complete, the annotated data is exported in a variety of formats compatible with popular machine learning frameworks.

Fig:3.3 Annotation on CVAT

Annotation process: CVAT simplifies the annotation process by providing tools for object detection, segmentation and classification. Annotators can define and label regions of interest, such as objects or areas within frames in images or videos.

Data export: After annotation, CVAT enables export of annotated data in various formats. Commonly used formats include XML, JSON, YOLO TXT, COCO JSON and others, ensuring compatibility with various machine learning frameworks and models. Since my yolo is v8, it is necessary to export the YOLO TXT file. Exported annotated data can be seamlessly integrated into machine learning workflows. For example, YOLO TXT files can be used directly for training YOLO-based models.

3.3 Statistical Analysis

The statistical analysis for the traffic rule violation detection system involves meticulous scrutiny of data across four classes: CAR, CNG, bike, and VIOLATION, gathered from real-world traffic scenarios in Dhaka, Bangladesh. These data, standardized to 1280x720 pixels with RGB channels, are vital inputs for the YOLO (You Only Look Once) model. This section delves into the statistical analysis of the proposed traffic rule violation detection model, specifically focusing on the distribution of layers, parameters, computational cost, depth, and module usage within the architecture. Analyzing these aspects provides valuable insights into the model's complexity, efficiency, and potential strengths and weaknesses.

The model architecture comprises 365 layers, categorized into:

- Convolutional Layers: 10 layers responsible for extracting spatial features from the input images.
- C2f Blocks: 8 blocks combining cross-scale feature fusion and attention mechanisms for enhanced feature representation.
- Up sampling Layers: 3 layers increasing the spatial resolution of feature maps for accurate object localization.
- Concatenation Layers: 4 layers merging features from different stages of the network to facilitate information sharing.
- Detection Head Layers: 1 layer dedicated to predicting bounding boxes and class probabilities for identified traffic violations.

Parameter Distribution: The model boasts a total of 68,156,460 parameters, with 68,156,444 being trainable, meaning they adapt during the training process. The average parameter count per layer stands at 186,654. C2f blocks contribute the most significant portion of parameters, ranging from 1.95 million to 7.38 million each. Conversely, up sampling layers have no parameters as they simply resize feature maps.

```
Overriding model.yaml nc=80 with nc=4

                   from  n    params  module                                       arguments
  0                  -1  1      2320  ultralytics.nn.modules.conv.Conv             [3, 80, 3, 2]
  1                  -1  1    115520  ultralytics.nn.modules.conv.Conv             [80, 160, 3, 2]
  2                  -1  3    436800  ultralytics.nn.modules.block.C2f             [160, 160, 3, True]
  3                  -1  1    461440  ultralytics.nn.modules.conv.Conv             [160, 320, 3, 2]
  4                  -1  6   3281920  ultralytics.nn.modules.block.C2f             [320, 320, 6, True]
  5                  -1  1   1844480  ultralytics.nn.modules.conv.Conv             [320, 640, 3, 2]
  6                  -1  6  13117440  ultralytics.nn.modules.block.C2f             [640, 640, 6, True]
  7                  -1  1   3687680  ultralytics.nn.modules.conv.Conv             [640, 640, 3, 2]
  8                  -1  3   6969600  ultralytics.nn.modules.block.C2f             [640, 640, 3, True]
  9                  -1  1   1025920  ultralytics.nn.modules.block.SPPF            [640, 640, 5]
 10                  -1  1         0  torch.nn.modules.upsampling.Upsample         [None, 2, 'nearest']
 11             [-1, 6]  1         0  ultralytics.nn.modules.conv.Concat           [1]
 12                  -1  3   7379200  ultralytics.nn.modules.block.C2f             [1280, 640, 3]
 13                  -1  1         0  torch.nn.modules.upsampling.Upsample         [None, 2, 'nearest']
 14             [-1, 4]  1         0  ultralytics.nn.modules.conv.Concat           [1]
 15                  -1  3   1948800  ultralytics.nn.modules.block.C2f             [960, 320, 3]
 16                  -1  1    922240  ultralytics.nn.modules.conv.Conv             [320, 320, 3, 2]
 17            [-1, 12]  1         0  ultralytics.nn.modules.conv.Concat           [1]
 18                  -1  3   7174400  ultralytics.nn.modules.block.C2f             [960, 640, 3]
 19                  -1  1   3687680  ultralytics.nn.modules.conv.Conv             [640, 640, 3, 2]
 20             [-1, 9]  1         0  ultralytics.nn.modules.conv.Concat           [1]
 21                  -1  3   7379200  ultralytics.nn.modules.block.C2f             [1280, 640, 3]
 22        [15, 18, 21]  1   8721820  ultralytics.nn.modules.head.Detect           [4, [320, 640, 640]]
Model summary: 365 layers, 68156460 parameters, 68156444 gradients, 258.1 GFLOPs
```

Fig:3.4 The model architecture consists of various layers.

Computational Cost: The model incurs a computational cost of 258.1 GFLOPs, representing the number of billion floating-point operations required for a single forward pass. On average, each layer contributes 0.7 GFLOPs. Similar to the parameter distribution, C2f blocks are the most computationally expensive components, ranging from 19.5 to 73.8 GFLOPs each. Concatenation layers, on the other hand, have no computational cost as they only combine existing features.

Layer Depth: The model exhibits a maximum depth of 22 layers, with some layers like upsampling and concatenation having a depth of 1. The average layer depth sits at 4.54. This highlights a tendency towards deeper but narrower structures, where information flows through fewer layers within each block.

Module Usage: C2f blocks dominate the architecture, constituting 44.4% of the total layers. This signifies the model's emphasis on extracting and refining informative features through cross-scale fusion and attention mechanisms. Convolutional layers contribute 27.4% of the total, followed by upsampling (8.2%), concatenation (11.1%), and the detection head (2.8%).

In conclusion, the statistical analysis reveals the traffic rule violation detection model's intricate architecture, characterized by a reliance on C2f blocks for feature extraction and attention mechanisms. While the model demonstrates impressive feature representation capabilities, its high computational cost might pose challenges for resource-constrained deployments. Further investigations involving training and testing the model on real-world data will be crucial for evaluating its actual performance and efficiency in detecting traffic violations.

3.4 Proposed Methodology/Applied Mechanism

A significant advancement in our research "real-time traffic rule violation detection system" will come with Ultralytics' January 2023 release of YOLOv8, a product of great significance.

YOLOv8 is noteworthy for its tremendous advancements in accuracy and processing speed. Not only is YOLOv8 more performance-oriented, but it's also more approachable. The deployment of a command-line interface (CLI) and the addition of a Python package simplify integration, expedite development, and improve usability. Developing a traffic violation detection system in real-time seems to be a potential approach with these qualities. The enhanced precision, quicker processing speed, and intuitive features of YOLOv8 may greatly aid in the development of a more effective and efficient system that can recognize and discriminate between legal and illicit cars or objects in real-time traffic scenarios. The possible advantages and advancements brought about by YOLOv8, in spite of the lack of an official document, call for careful examination and promise innovation and optimization in the fields of traffic management and security.

```
import os
import shutil
import random
from IPython.display import Image

!pip install tqdm --upgrade
from tqdm.notebook import tqdm
```

Fig:3.5 Import library

At this stage we will complete our work step by step: First, we must install Ultralytics and import all the required libraries in Google Co-Lab.

Train, Test and Validation Split:

After that we have to mount the drive and create 3 folders called Train, Test, Violation, we've split the main data directory into 3 portion trainsets with 70% data, test set with 20% data and validation set with 10% data. We used python script to do so.

Create dataset.yaml file:

This `dataset.yaml` file specifies the paths to the directories containing the training, validation, and test images, along with the number of classes (`nc`) and their respective names. Adjust the paths and class names as per your dataset structure and classes used in your traffic violation detection project.

Train Detection model:

We started training a YOLOv8 model using image size 640 (imgsz), dataset configuration (data), number of epochs100, batch size 8 fixed parameters. This command is set up to train a YOLOv8 model to detect traffic rule violations. After training and completed 100 epochs in 1.181 hours. We get two model last.pt and best.pt.

Table 3.2: Model Summary and Performance Metrics

Metric	Value
Number of Layers	268
Number of Parameters	68,127,420
Number of Gradients	0
GFLOPs	257.4
Evaluation Time per Image	1.22 seconds

Performance of the YOLOv8 model after training The YOLOv8 model, comprising 268 layers and 68,127,420 parameters, achieved a strong performance after training. During inference, it processed images at an average speed of 25.1ms per image, with a preprocessing time of 0.1ms and postprocessing time of 6.6ms per image. The evaluation of 54 images revealed detection of 1,240 instances across four classes: CAR, CNG, bike, and VIOLATION. Overall, the model displayed commendable metrics with a Precision of 0.896, Recall of 0.903, mAP50 of 0.94, and mAP50-95 of 0.648. Furthermore, class-specific evaluations showcased impressive Precision, Recall, and mAP50 scores for CAR, CNG, bike, and VIOLATION classes, indicating the model's robustness in detecting different vehicle types and violations.

```
Model summary (fused): 268 layers, 68127420 parameters, 0 gradients, 257.4 GFLOPs
                 Class     Images  Instances      Box(P          R      mAP50  mAP50-95): 100% 4/4
                   all         54       1240      0.896      0.903       0.94      0.648
                   CAR         54        341      0.943      0.927      0.972      0.734
                   CNG         54        189      0.875      0.928      0.931      0.658
                  bike         54        149      0.857      0.893      0.927      0.581
             VIOLATION         54        561      0.908      0.866      0.931      0.619
Speed: 0.1ms preprocess, 25.1ms inference, 0.0ms loss, 6.6ms postprocess per image
```

Fig: 3.6 Model Summary and Performance:

Detect Prediction:

Applying object detection techniques, we aim to pinpoint the spatial locations and categorize prominent objects within the chosen {source} dataset. Employing the YOLOv8 model ('best.pt'), we strive to achieve optimal results. A stringent {conf=0.75} confidence threshold is employed, ensuring only highly probable detections are reported. Additionally, {save=True} instructs the system to preserve identified objects for further analysis and evaluation.

Examining Figure 3.4, we observe satisfactory detection of all objects of interest. This suggests the YOLOv8 model has effectively localized and annotated each designated class within the image. Hence, we can anticipate a high detection rate for target objects within this specific scene/frame.

This model was trained using image size 640, dataset configuration, number of epochs 100, batch size 8, and fixed parameters. The model was then used for object detection on a test dataset, with a confidence threshold of 0.75.

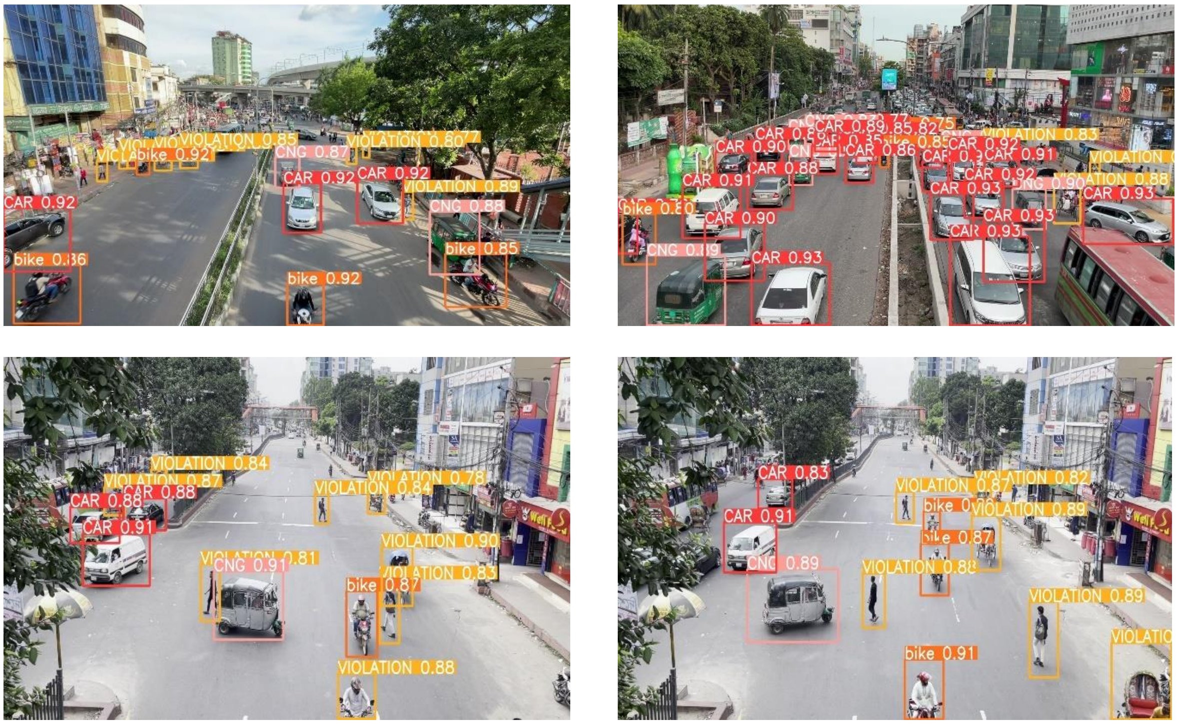

Fig3.7 Detected Images

3.5 Implementation Requirements

During the implementation stage, we developed a web application that detects objects in real time using a machine learning model known as YOLOv8. The model can identify a wide range of things, including people, vehicles, and bicycles, since it was trained on a large dataset of labelled photos. (Fig: 4.5) This program looks for items in still photos of roads. A CNG (compressed natural gas) vehicle, bicycles and automobiles were among the items that the model recognized.

The app shows the model's % confidence for each detection. Applications for the YOLOv8 object identification software include robotics, autonomous driving, and video monitoring. It is an effective instrument that may contribute to our lives being more convenient and safer.

Detecting traffic violations on a main road involves using Traffic Violation Detection Apps.

Traffic Violation Detection Apps

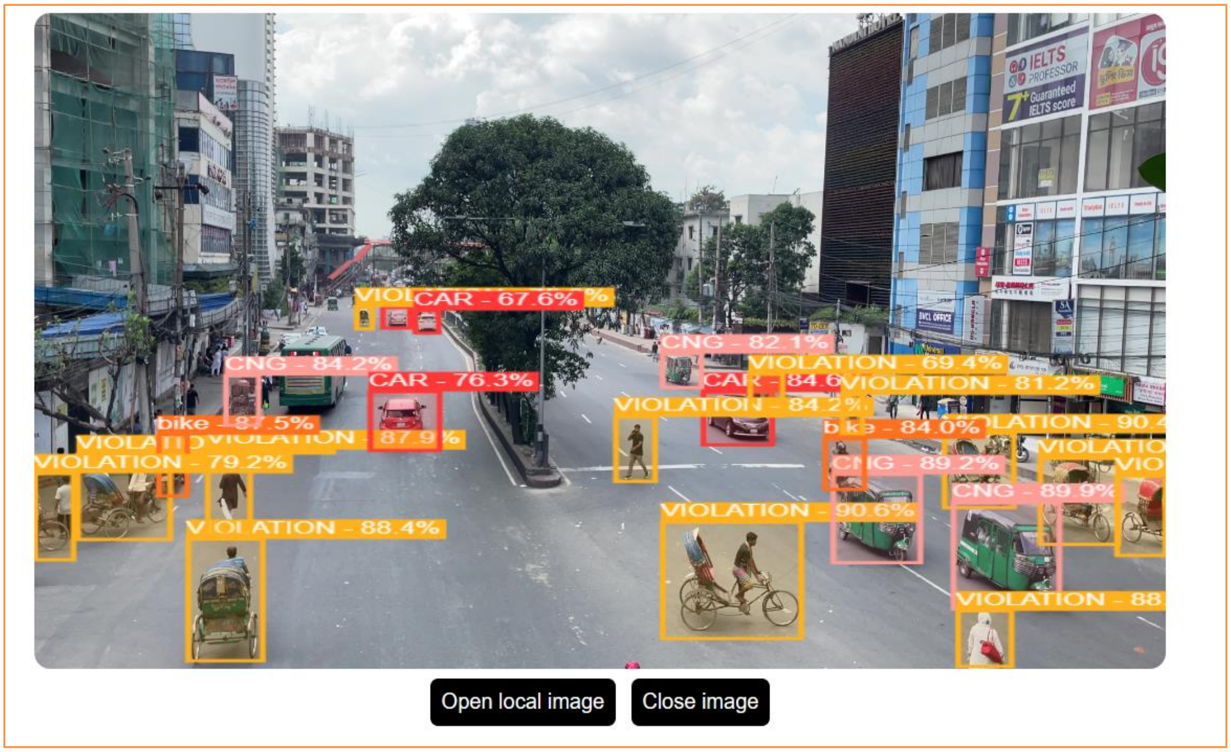

Fig: 3.8 Application view with detecting process.

The software uses a model known as (best.onnx). This model has been converted from (best.pt) to (best.onnx).The application is used to find road violations. The model's % confidence in each detection is shown by the numbers following these labels "Close Image" is used to clear data and "Open Local Image" is used to load images.

CHAPTER 4

EXPERIMENTAL RESULTS AND DISCUSSION

4.1 Experimental Setup

The model's performance metrics, showcasing the system's detection accuracy across different classes. The evaluation metrics include box precision, box recall, mean average precision at 50% IoU (mAP50), and mean average precision between 50% to 95% IoU (mAP50-95). The system's performance was assessed on various classes: CAR, CNG, Bike, and VIOLATION. These classes represent distinct vehicle types and violations observed in the dataset.

The model analysis encompassed 54 images and 1240 instances overall, demonstrating robust detection capabilities across different classes. Notably, the system exhibited high precision and recall rates for CAR instances, achieving a mAP50 of 0.972 and a mAP50-95 of 0.734. Similarly, other classes, including CNG, Bike, and VIOLATION, showcased commendable performance in detection precision and recall metrics, ensuring reliable identification of different traffic elements and violations within the dataset.

4.2 Experimental Results & Analysis

The metrics in evaluating object detection performance often involve precision, recall, and mean average precision (mAP). Here are the formulas for these metrics:

Precision: Precision measures the accuracy of the positive predictions. It's the ratio of correctly predicted positive observations to the total predicted positives.

Precision= (True Positives)/(Positives+False Positive)

Recall: Recall measures the model's sensitivity, indicating the coverage of actual positives. It's the ratio of correctly predicted positive observations to all actual positives.Recall= (True Positives)/(True Positives+False Positive)

Mean Average Precision (mAP): This metric combines precision and recall across different thresholds (IoU thresholds) and calculates the average precision at each threshold. mAP at a certain

IoU threshold (e.g., 50%) is calculated as the average of precisions for all classes. mAP50-95 is the mean average precision across different IoU thresholds from 50% to 95%. The formulas provide an understanding of how precision and recall are computed for evaluating object detection models. confusion matrix: A confusion matrix is a table often used in machine learning to describe the performance of a classification model. It allows visualization of the model's accuracy by comparing predicted and actual classes. The matrix consists of four components:

- True Positive (TP): Predicted correctly as positive.
- True Negative (TN): Predicted correctly as negative.
- False Positive (FP): Predicted as positive but actually negative (Type I error).
- False Negative (FN): Predicted as negative but actually positive (Type II error).

Experimental Results

Here we have worked with three YOLO models (YOLOv5, YOLOv7, YOLOv8) and YOLOv8 gives the best performance among the models.

4.2.1. YOLOv5:

The model achieves a precision of 0.913, recall of 0.822, and mAP50 of 0.901, indicating good detection accuracy.

Table 4.1: YOLOv5 Model Summary and Performance

Class	Images	Instances	Precision	Recall	mAP50	mAP50-95
All	97	2097	0.913	0.822	0.901	0.599
CAR	97	543	0.942	0.874	0.945	0.678
CNG	97	315	0.887	0.813	0.913	0.621
Bike	97	265	0.912	0.823	0.889	0.557
VIOLATION	97	974	0.91	0.779	0.859	0.539

Class-specific performance includes CAR, CNG, and Bike, with CAR showing excellent performance, CNG showing strong performance, and Bike showing similar performance. However, VIOLATION has the lowest scores among the classes, suggesting potential for improvement in detecting this class.

Recall Confidence Curve:

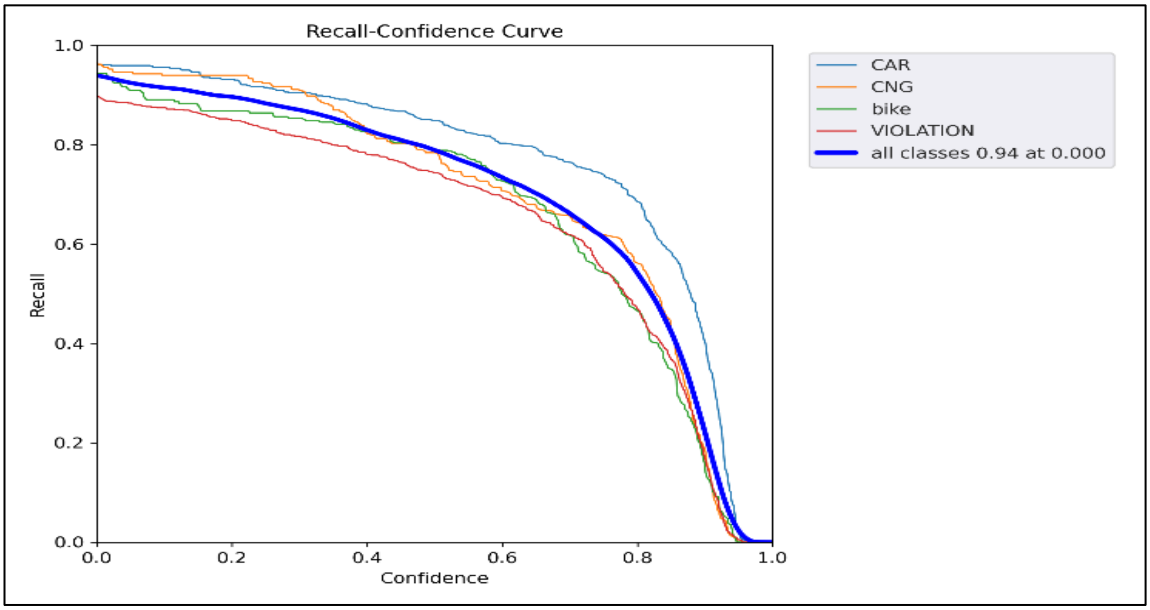

Fig:4.1 Recall Confidence Curve

Precision Recall Curve:

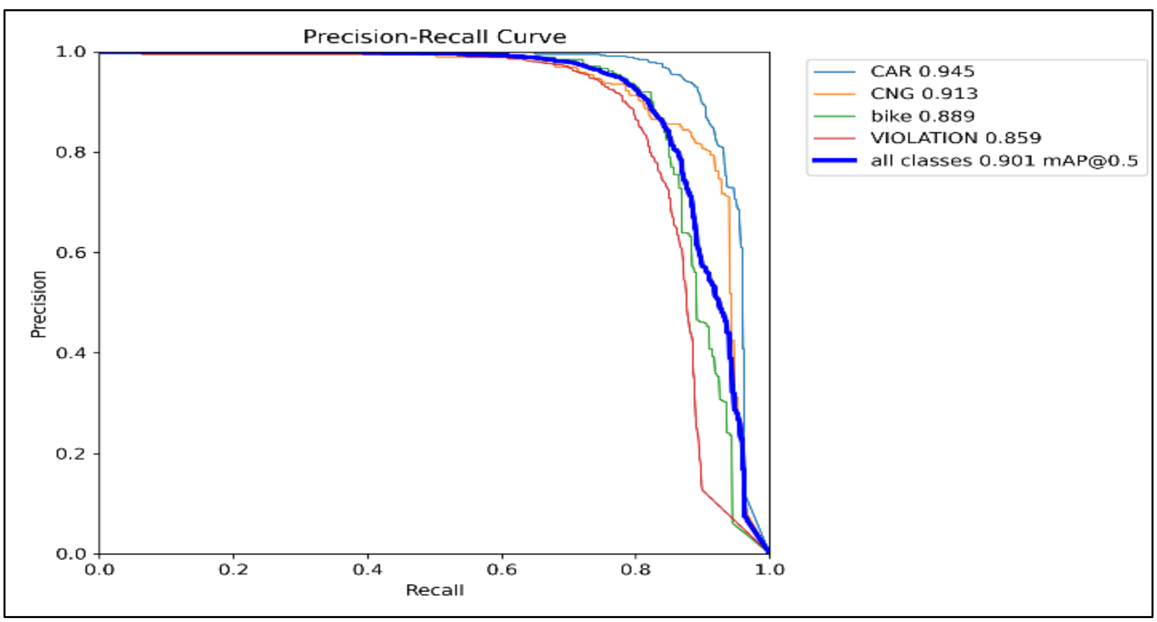

Fig:4.2 Precision Recall Curve

Precision Confidence Curve:

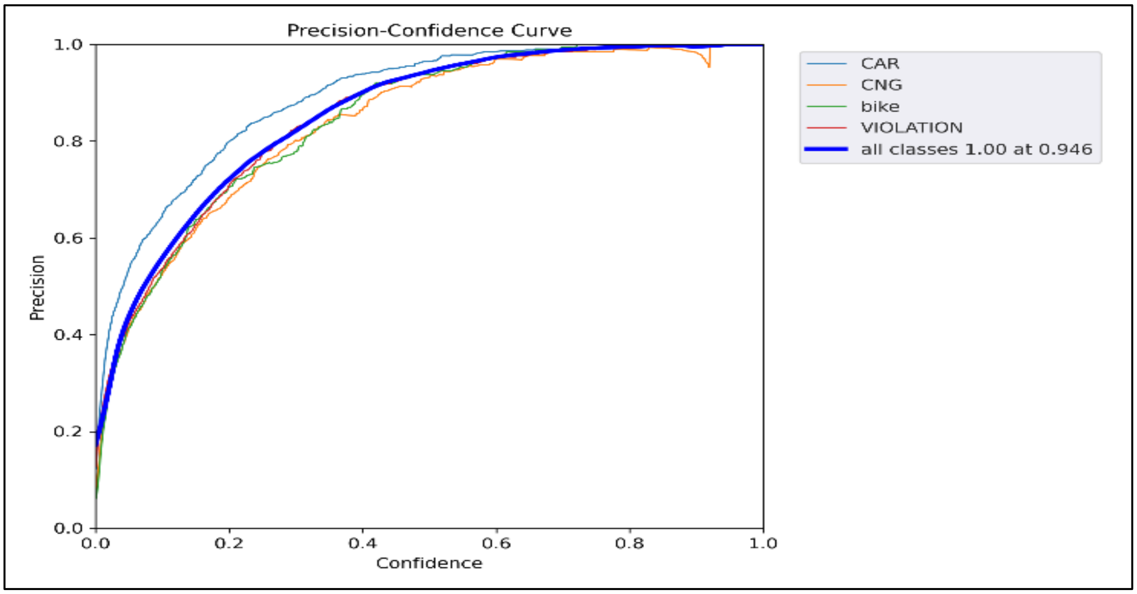

Fig:4.3 Precision Confidence Curve

F1-Confidence Curve:

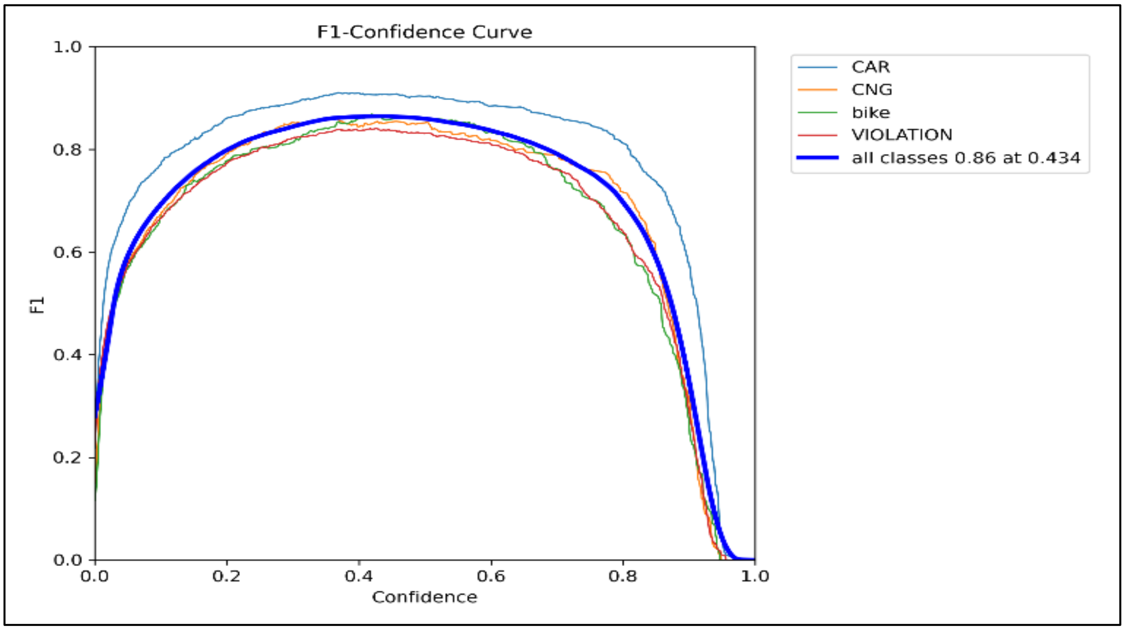

Fig:4.4 F1-Confidence Curve

Confusion Matrix:

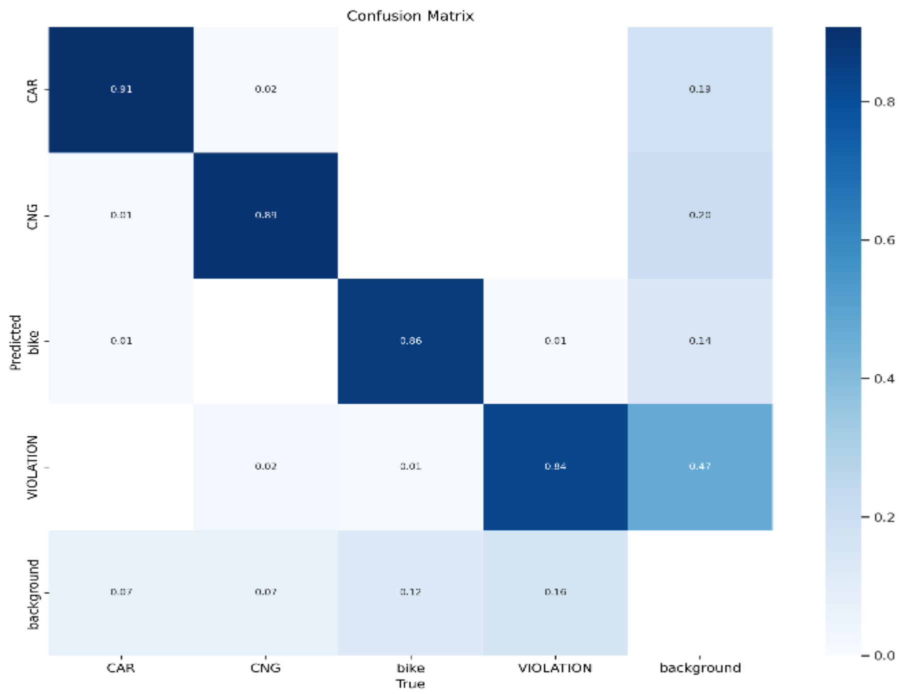

Fig:4.5 Confusion Matrix

4.2.2 YOLOv7:

We attained a 90.2% accuracy using the YOLOv7 model. The evaluation of the YOLOv7 model's effectiveness relies on key performance metrics, including precision (0.88), recall (0.851), and mAP@.5 (exceptionally accurate detection at a 0.5 IoU threshold). Class-specific performance is categorized into Bike (high accuracy with a slightly lower recall), CAR (outstanding performance across all criteria), and VIOLATION (moderate precision and recall). The model demonstrates a robust ability to accurately recognize objects across the majority of classes, achieving high accuracy and proper identification.

Table 4.2: YOLOv7 Model Summary and Performance

Class	Images	Labels	Precision	Recall	mAP@.5	mAP@.5:.95
All	54	1165	0.88	0.851	0.902	0.562
CAR	54	291	0.876	0.921	0.932	0.678
CNG	54	168	0.874	0.869	0.896	0.557
Bike	54	148	0.892	0.838	0.912	0.496
VIOLATION	54	558	0.88	0.778	0.867	0.516

Recall Confidence Curve:

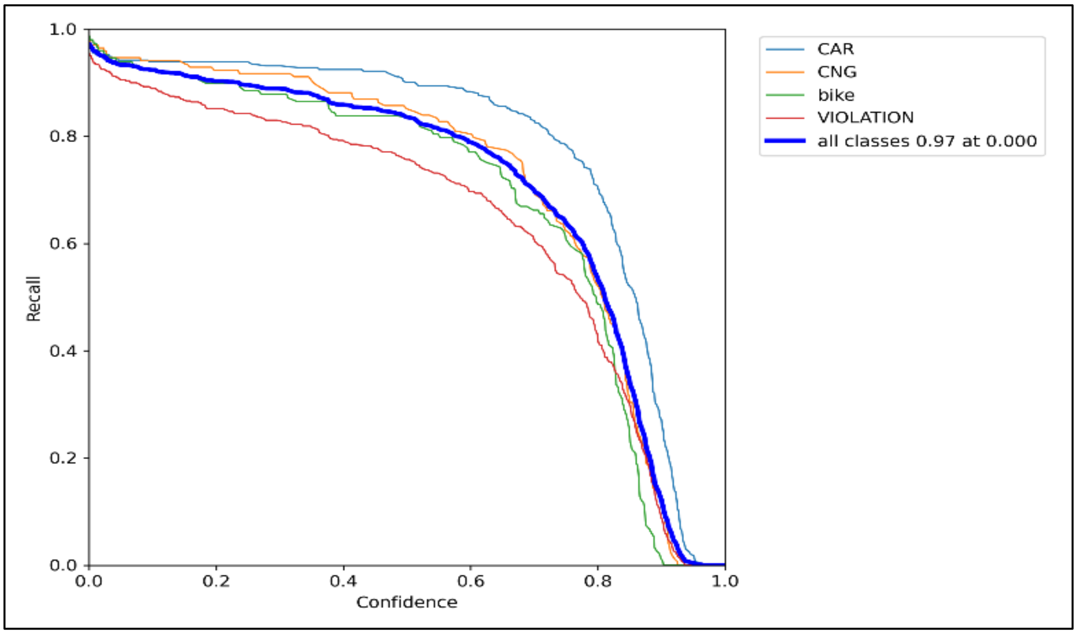

Fig:4.6 Recall Confidence Curve

Precision Recall Curve:

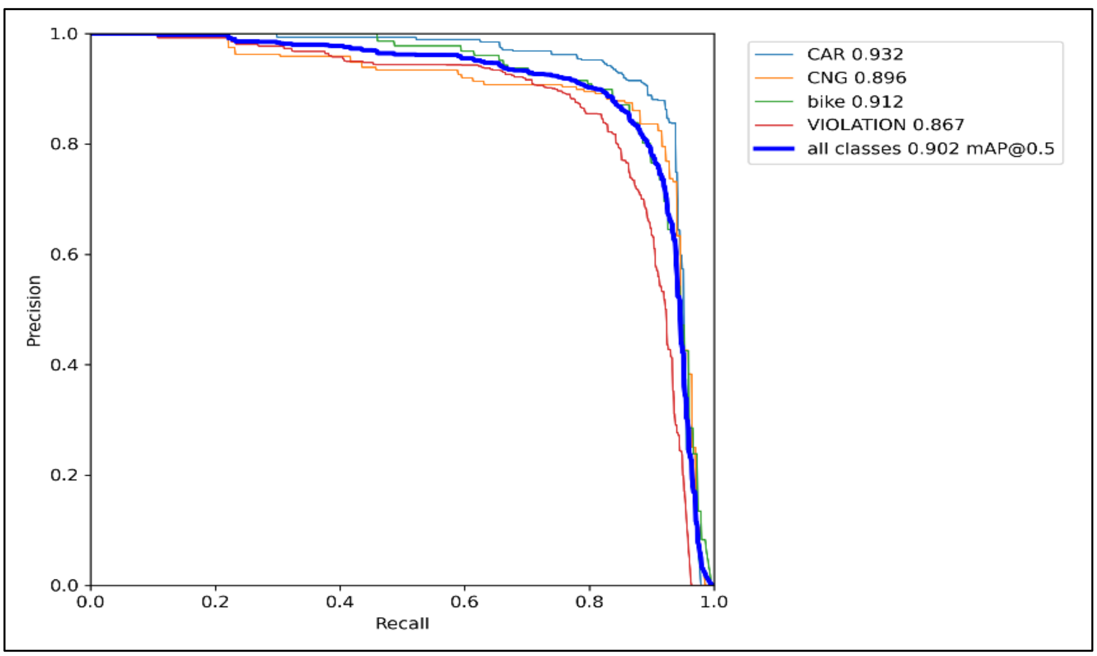

Fig: 4.7 Precision Recall Curve

Precision Confidence Curve:

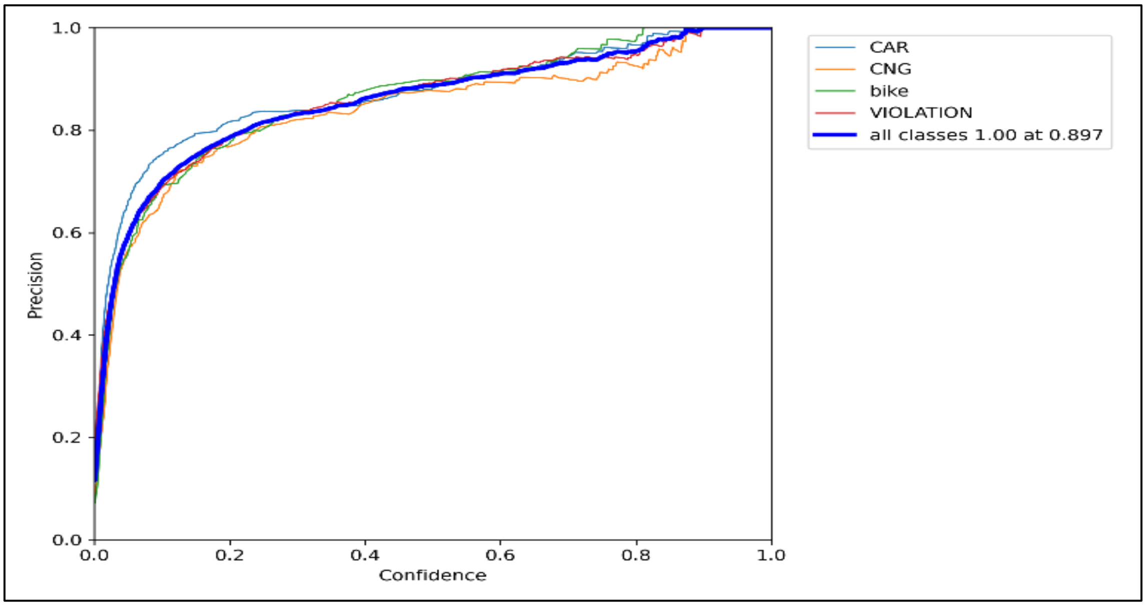

Fig: 4.8 Precision Confidence Curve

F1-Confidence Curve:

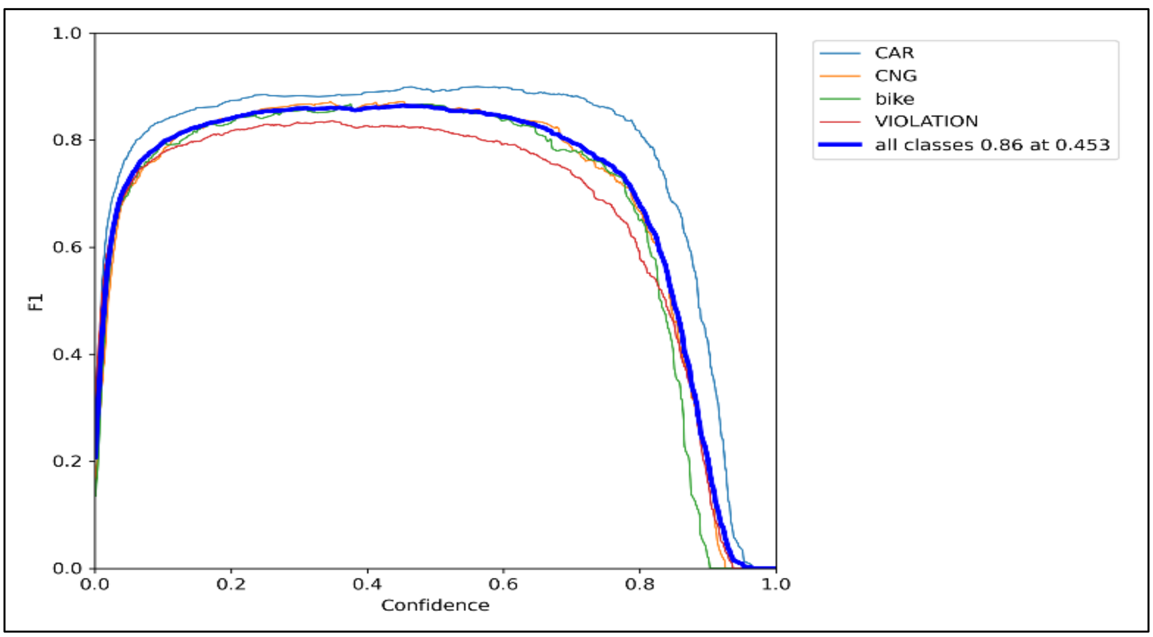

Fig: 4.9 F1-Confidence Curve

Confusion Matrix:

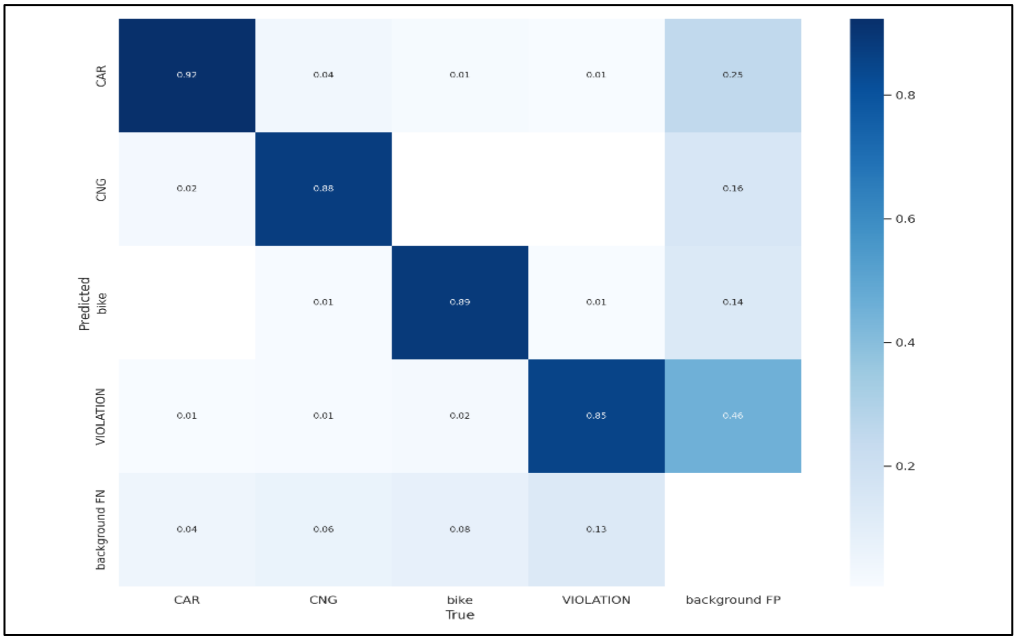

Fig:.4.10 Confusion Matrix

4.2.3 YOLOv8:

The YOLOv8 model's performance in identifying and categorizing items in photos is evaluated in Table 4.3. The model recognizes four classes: CAR, CNG, Bike, and VIOLATION, with a total of 1240 object instances across 54 photos. Performance metrics include box recall, mAP50, mAP50-95, and box accuracy. The model demonstrates strong performance across all classes, with mAP50 scores surpassing 0.94 and mAP50-95 values exceeding 0.64. Particularly, CAR detection achieves the highest results (mAP50 of 0.972, mAP50-95 of 0.734). Using the YOLOv8 model, an impressive 94% accuracy is achieved.

Table 4.3: YOLOv8 Model Summary and Performance

Class	Images	Instances	Box Precision	Box Recall	mAP50	mAP50-95
All	54	1240	0.896	0.903	0.94	0.648
CAR	54	341	0.943	0.927	0.972	0.734
CNG	54	189	0.875	0.928	0.931	0.658
Bike	54	149	0.857	0.893	0.927	0.581
VIOLATION	54	561	0.908	0.866	0.931	0.619

Recall Confidence Curve:

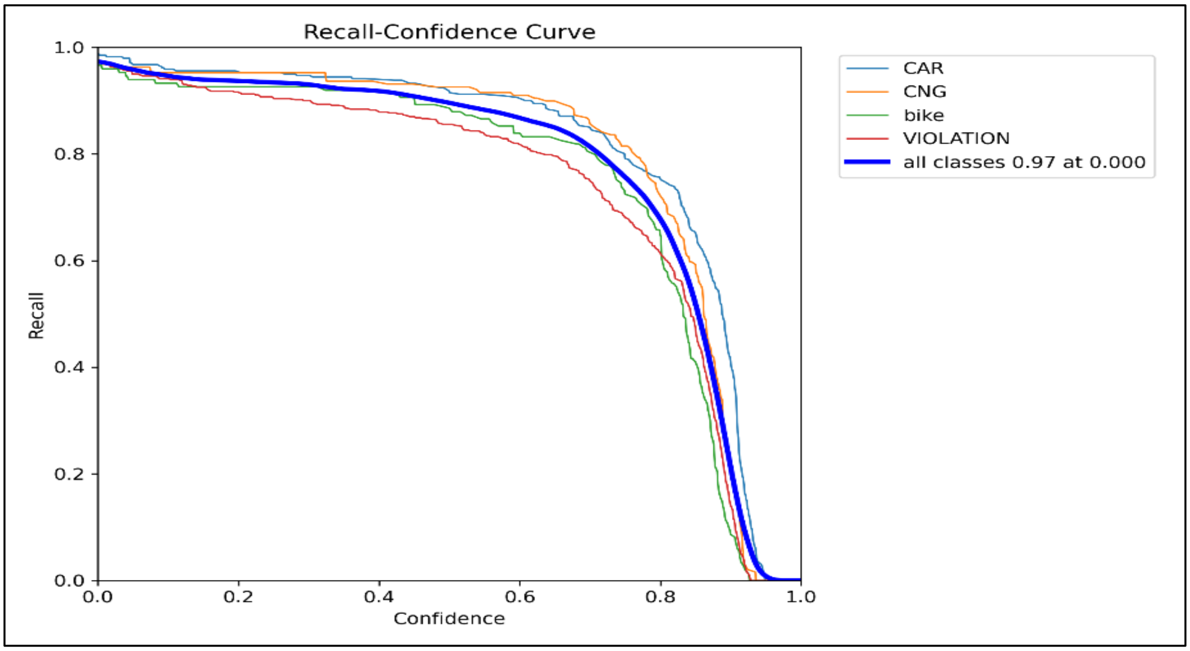

Fig: 4.11 Recall Confidence Curve

Precision Recall Curve:

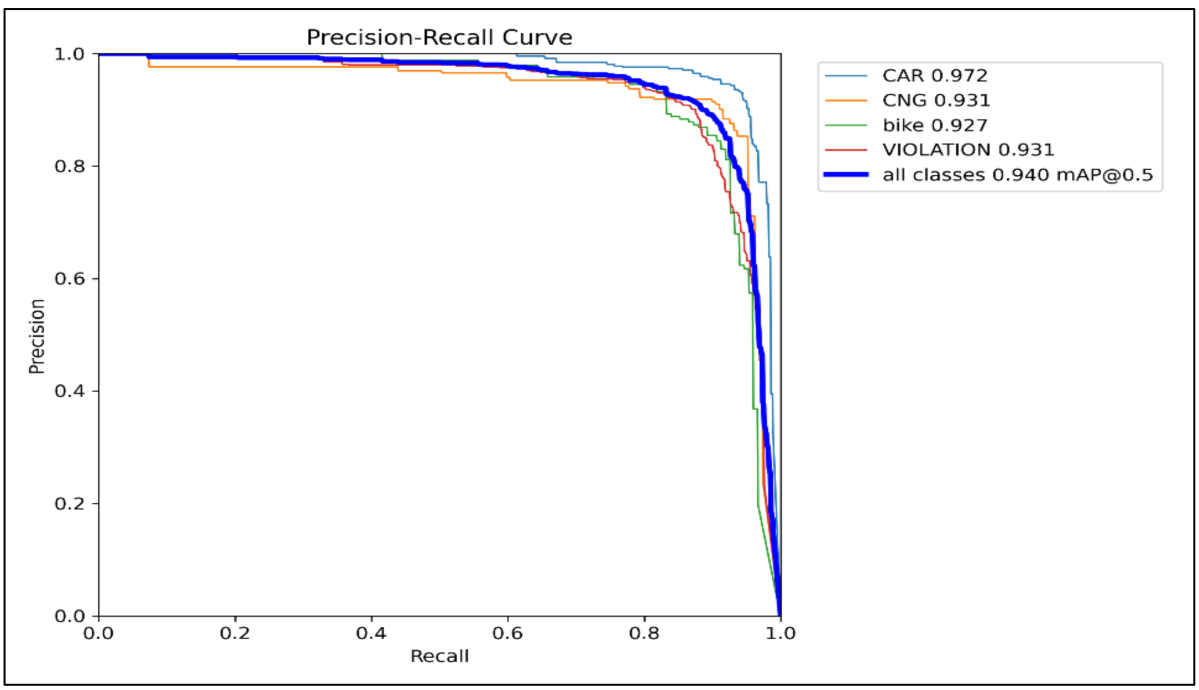

Fig: 4.12 Precision Recall Curve

Precision Confidence Curve:

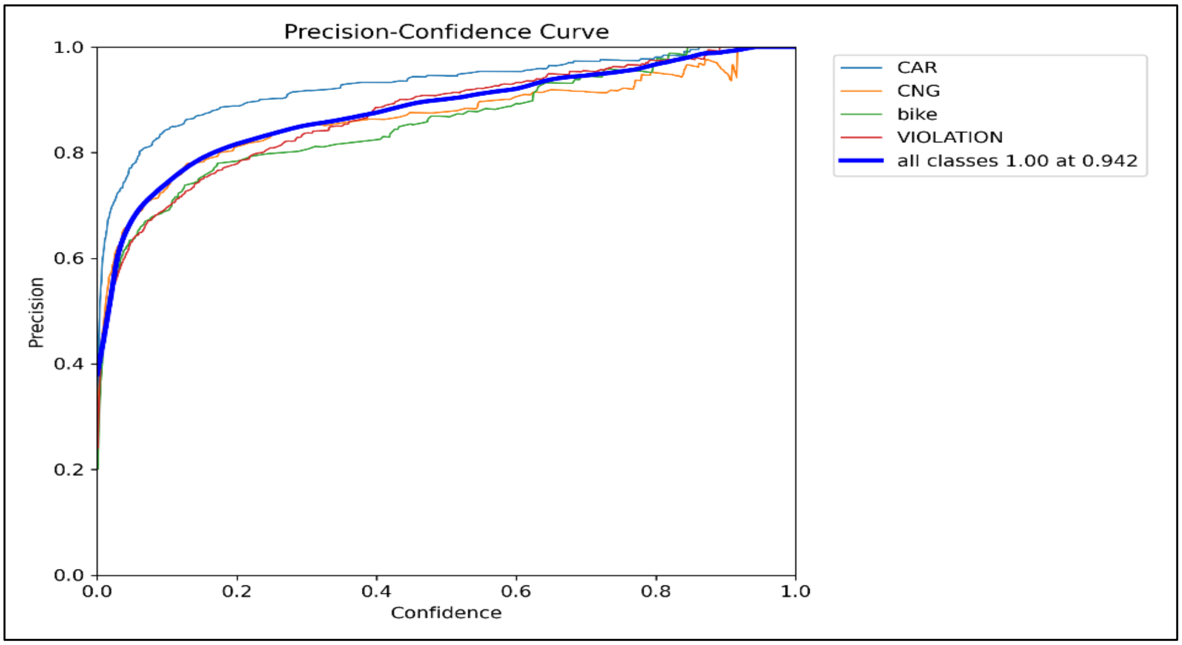

Fig: 4.13 Precision Confidence Curve

F1-Confidence Curve:

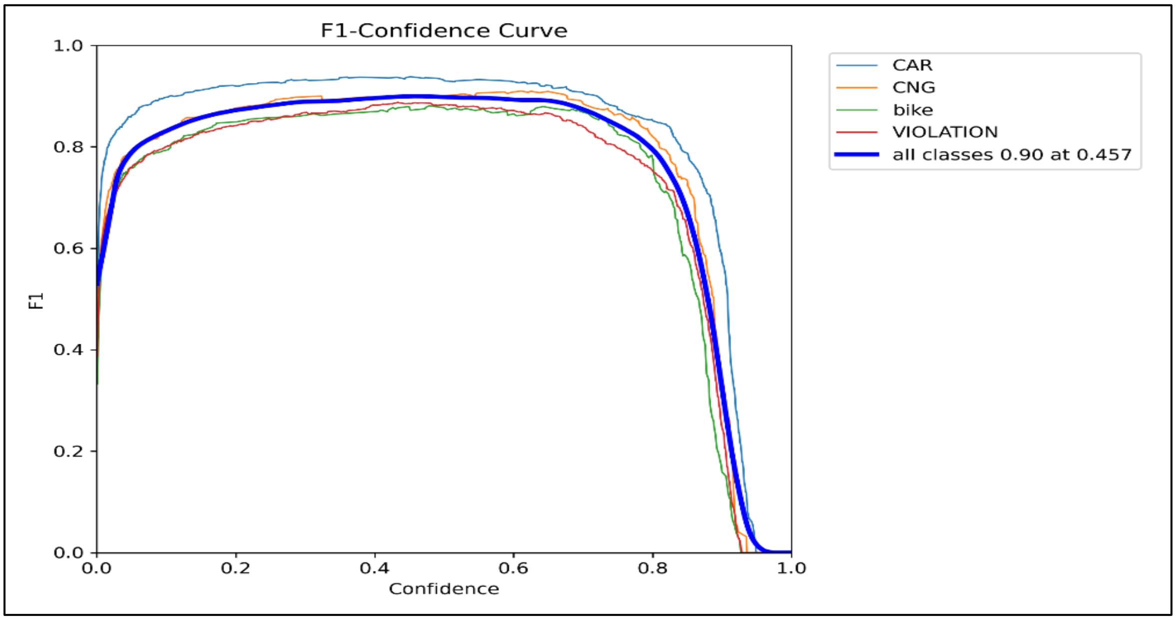

Fig: 4.14 F1-Confidence Curve

Confusion Matrix:

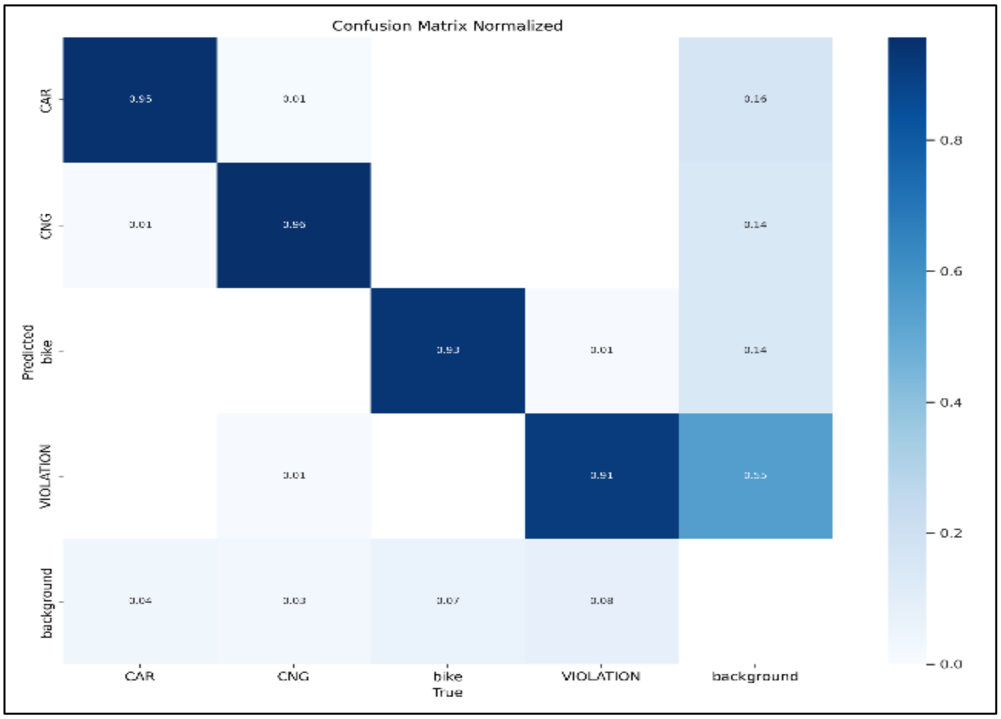

Fig: 4.15 Confusion Matrix

4.3 Discussion

In our research comparing three YOLO models for object detection, YOLOv8 takes the crown for overall accuracy. Even if each model has unique advantages and disadvantages, a deeper examination reveals nuances beyond the reported statistics.

YoLov8: Winner has the highest mAP50 (0.94) and an excellent track record of accuracy in most classes. It is the most precise in both automobile and infraction detection with remarkable mAP50 values (0.972 and 0.931 respectively). But its instance count is not as high as YoLov5.

YoLov7: This well-balanced competitor may match the accuracy of the YoLov8, but it can't match its respectable mAP50 and recall values. Surprisingly, it follows YoLov8 accurately but beats it in CNG detection mAP50 (0.896 vs 0.931). YoLov7 is not the best performer, but if a balanced strategy is preferred, it can be a good choice.

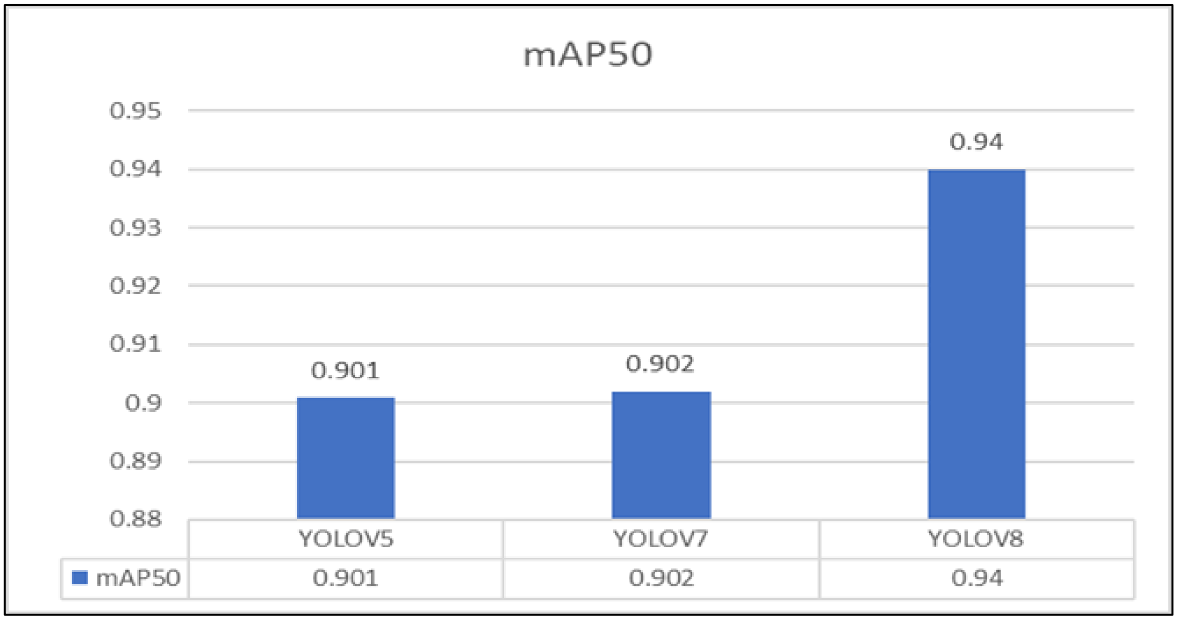

Fig: 4.16 mAP50 Chart

YoLov5: With the most detections (2097), the example king takes the top spot, indicating a wider net but at the expense of some accuracy. Both YoLov8 and YoLov7 outperform it in terms of mAP50, and it performs less accurately for most courses. This number against quality trade-off may be appropriate in situations where it is important to record every event, even with somewhat less precision.

CHAPTER 5

IMPACT ON SOCIETY, ENVIRONMENT AND SUSTAINABILITY

5.1 Impact on Society

Real-time traffic rule violation detection system is a significant development with wide social implications for improving safety.

1. Improved Traffic Safety: The primary benefit of real-time monitoring is to significantly reduce accident rates and improve traffic safety. This technology acts as a deterrent by quickly detecting and correcting violations, thereby reducing the likelihood of accidents and promoting safer roads for all users.
2. Behavior and Culture Transformation: Awareness that traffic violations are actively observed in real time can bring about a significant change in social behavior around driving practices. By increasing awareness of traffic management and encouraging more careful driving, such monitoring can instill a sense of accountability among drivers.
3. "Mandatory Obedience and Compliance": The presence of a real-time monitoring system often results in increased compliance with traffic laws. Prompt and regular enforcement encourages drivers to follow traffic laws and ultimately creates a safer driving environment by reducing violations.
4. Improved Traffic Management: Enables law enforcement to respond with speed and knowledge by detecting violations quickly. This may include allocating resources, changing traffic patterns, or implementing response actions to manage congestion efficiently, resulting in improved traffic flow and less disruption.
5. Framework for transparency and accountability: Real-time monitoring promotes transparency in enforcement of traffic laws. It creates accountability between law enforcement and drivers, guaranteeing that laws are applied fairly and consistently across the road network. However, with these benefits come necessary questions about personal privacy, potential biases in the system's algorithms, and appropriate data use.

Strong governance frameworks, transparent laws and ethical behavior are needed to address these issues and ensure fair and impartial application of real-time traffic infringement detection technologies for the benefit of society.

5.2 Impact on Environment

The environmental impact of implementing a real-time traffic infringement detection system like YOLO can be substantial.

1. Low Emissions: Less congestion and improved traffic flow means less time spent in traffic and mechanized vehicles produce less pollution. Which is great for the environment and air quality.
2. Fuel Economy: A vehicle will not waste much fuel when stationary if the compliance allows it to move smoothly. By doing this we can save the environment by reducing pollution and fuel consumption.
3. Choosing greener ways to travel: If more people obey traffic laws, it can increase the use of bicycles, buses and walking. These modes of transportation are healthy and clean, which is good for the environment.
4. Environmental conservation: If we do not need to add new roads, then we are not occupying additional natural areas. It is crucial for maintaining the diversity of our environment and supporting flora and fauna. But we also need to think about how much energy the identification system consumes and how it might change people's travel habits, which could further impact the environment. Understanding these specifics will enable us to determine the full environmental impact.

5.3 Ethical Aspects

Implementing a real-time traffic violation detection system using cutting-edge technology like YOLO involves critical ethical considerations. Balancing public safety with individual privacy rights is paramount, as continuous surveillance in public spaces can raise privacy concerns. Moreover, ensuring fairness and impartiality within the system to avoid biases in profiling specific groups is crucial. Robust data security measures are necessary to protect the collected data from unauthorized access or misuse, ensuring public trust in the system. Transparency in operations, data handling, and accountability for discrepancies are vital to establishing and upholding public trust. Educating the community about the system's functionality and limitations is essential for fostering acceptance. Striking a balance between enhanced road safety and ethical integrity remains pivotal for the responsible deployment of such advanced systems.

5.4 Sustainability Plan

The long-term sustainability and beneficial effects of a project depend on having a sustainability strategy. Consideration should be given to the monitoring and assessment, implementation strategy, technical sustainability, social and economic sustainability, and environmental sustainability of a computer vision-based traffic violation detection system.

1. Ensuring low energy use and emission reduction via effective hardware and algorithms is a key component of environmental sustainability. This may be accomplished by using environmentally friendly hardware components and disposing of or recycling them at the end of their useful lives.
2. Long-term budgeting, ongoing cost-benefit analysis, and proving the project's return on investment are all necessary for economic sustainability. Increased safety and traffic management may help accomplish this.
3. Collaboration among stakeholders, accessibility, and community involvement are necessary for social sustainability. All stakeholders should be able to easily navigate the system's user interface. Working together with community organizations, legislators, and traffic authorities may help resolve issues and match the system to the demands of the community.
4. Designing a system with scalability, ongoing development, and data security safeguards is essential to technological sustainability. The system's efficacy in traffic management and violation detection may be evaluated via performance metrics and routine evaluations. It is possible to set up feedback systems to collect opinions from stakeholders and incorporate their knowledge into improvements to the system.

A schedule for sustainability measures, job and responsibility assignments, and flexibility in response to evolving legislation, technological advancements, and social demands are all part of the implementation plan. The objective of this strategy is to guarantee that the traffic violation detection system operates efficiently and has a good impact on society, the economy, the environment, and technology.

CHAPTER 6

SUMMARY, CONCLUSION, RECOMMENDATION, AND IMPLICATION FOR FUTURE RESEARCH

6.1 Summary of the Study

Absolutely, throughout our conversation, we've covered the development of a real-time traffic rule violation detection system utilizing the YOLOv8 model. The project's focus was on leveraging computer vision and deep learning techniques to identify legitimate and invalid vehicles, particularly in the context of traffic violations. The methodology involved data collection in Dhaka, Bangladesh, using an iPhone 12's camera, preprocessing with VLC media player, and annotation via CVAT platform. The Yolo model was evaluated and trained using the dataset, leading to an imprecise evaluation of the model's functionality. We also examined the statistical analysis, model architecture, and various stages of the training process, concluding with validation and detection of objects in the test dataset. The YOLOv8 model showed promising results in identifying car, CNG, bike, and violation classes, achieving good precision and recall rates across these categories. Overall, the project demonstrated the potential of YOLOv8 in creating effective real-time traffic violation detection systems.

6.2 Conclusions

The project focuses on implementing a real-time traffic rule violation detection system in Dhaka, Bangladesh using a state-of-the-art computer vision model, YOLOv8. Employing data collection and preprocessing, the team prepared the dataset. Training the YOLOv8 model resulted in an accurate system capable of detecting cars, CNG, bikes and violations. Statistical analysis highlighted the accuracy and efficiency of the model. Overall, the project emphasizes the effectiveness of YOLOv8 in building a robust traffic violation detection system, promising improved traffic management and improving road safety in urban settings like Dhaka.

6.3Implication for Further Study

Absolutely, here's an implication for further study that incorporates your computer vision-based YOLO model for traffic rule violation detection along with the mentioned research pieces:

Developing and refining a computer vision-based YOLO model for traffic rule violation detection presents an opportunity for multifaceted exploration. Integrating this model within an automated traffic monitoring system offers a promising avenue for enhanced traffic surveillance and violation detection.

Future research could focus on refining the YOLO model's accuracy and efficiency by leveraging data from IoT sensors embedded within Smart transportation.[18] This integration could facilitate a more comprehensive analysis of traffic patterns and enable real-time responses to violations.

Policing is an important factor in detecting and preventing traffic violations. YOLO Model A highly efficient object detection and location prediction model, YOLO models can assist in collecting and providing information related to policing processes and can be used as a means to proactively prevent traffic violations. [8] Investigating the synergy between the YOLO model, IoT infrastructure, and automated policing systems could lead to a holistic approach to curbing traffic violations. [2]

Exploring the scalability, ethical considerations, and societal impact of such an integrated system across diverse urban environments would provide invaluable insights into its effectiveness and acceptability. This comprehensive approach significantly advances the capabilities of computer vision-based traffic rule violation detection systems, ultimately contributing to safer and more efficient traffic management [12].

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