Advanced Computer Vision Model for Traffic Detection and Vehicle Classification.

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Abstract - Traffic surveillance and vehicle classification play a pivotal role in intelligent transportation systems (ITS) by enabling real-time monitoring and management of traffic flow. The proliferation of deep learning techniques, particularly convolutional neural networks (CNNs), has significantly advanced the accuracy and efficiency of vehicle detection and classification tasks. This paper presents a novel approach for traffic detection and vehicle classification using the YOLOv8 deep learning model. We implement a robust pipeline that processes video streams to detect and classify vehicles in real-time, categorizing them into various types such as cars, trucks, buses, and motorcycles. The proposed system achieves impressive performance with high precision, recall, and F1-scores for each vehicle class, making it suitable for practical applications in traffic management and automated surveillance systems. The system is tested on a diverse dataset and demonstrates the effectiveness of YOLOv8 in handling real-time traffic scenarios. Additionally, the paper explores the integration of the system into a user interface (UI) using Gradio, providing a seamless experience for end-users to interact with the vehicle classification model.

Keywords: Traffic Detection, Vehicle Classification, YOLOv8, Deep Learning, Convolutional Neural Networks (CNN), Real-time Processing, Intelligent Transportation Systems (ITS), Video Stream Processing, Object Detection, Vehicle Detection, Precision, Recall, F1-Score, Gradio UI

I. INTRODUCTION

In recent years, traffic surveillance has become an essential component of intelligent transportation systems (ITS) worldwide. With the increasing urbanization and population growth, traffic congestion, accidents, and pollution have become major concerns in urban planning and transportation management. Traditional traffic monitoring systems often rely on manual methods, such as human observation and sensor-based technologies, which can be labor-intensive and prone to errors. To address these challenges, automation and computer vision have emerged as viable solutions for traffic detection, vehicle classification, and monitoring.

The application of computer vision and deep learning techniques in traffic surveillance has shown great promise in automating vehicle detection, classification, and tracking. Deep learning models, particularly convolutional neural networks (CNNs), have revolutionized the way we process and interpret visual data. These models have achieved remarkable accuracy in various domains, including object detection, face recognition, and medical image analysis. In the context of traffic surveillance, deep learning models, such as YOLO (You Only Look Once), are widely used for real-time vehicle detection and classification due to their ability to process images and video streams efficiently.

This paper proposes a system for traffic detection and vehicle classification that leverages the YOLOv8 model. YOLOv8, a state-of-the-art object detection model, is specifically designed to detect multiple objects in real-time with high accuracy. The goal of this study is to develop a real-time vehicle detection and classification pipeline that can be applied in urban traffic management systems. The proposed system aims to classify vehicles into different categories, such as cars, trucks, buses, and motorcycles, in a video stream or live camera feed.

The motivation for using YOLOv8 in this research lies in its proven performance in both accuracy and speed. The system's potential for real-time processing makes it suitable for applications that require low-latency decision-making, such as automated traffic monitoring and surveillance. Moreover, with the advent of cloud computing and edge devices, deploying deep learning models for real-time traffic monitoring has become increasingly feasible.

In the following sections, we will outline the design and implementation of the proposed system, including dataset preparation, model training, evaluation, and real-time vehicle classification. The results demonstrate the effectiveness of the YOLOv8 model in various traffic scenarios, showcasing its potential in revolutionizing traffic surveillance systems.

II. RELATED WORK

Over the past decade, numerous approaches have been proposed for traffic detection and vehicle classification, leveraging advancements in computer vision, machine learning, and deep learning. Early techniques relied on traditional image processing methods such as background subtraction, optical flow, and edge detection. However, these approaches often struggled with challenges such as variations in lighting, occlusions, and real-time performance requirements. With the rise of deep learning, more sophisticated models capable of learning hierarchical features from raw data have shown superior performance. In this section, we review some of the key contributions in the field of traffic detection and vehicle classification, highlighting the evolution of methods and the current state-of-the-art models.

2.1 Traditional Methods

Before the advent of deep learning, various traditional methods were employed for traffic surveillance. One common approach was the use of **Haar cascades** for vehicle detection, which utilized predefined feature sets and classifiers to identify vehicles in images. These methods were computationally inexpensive but struggled with accuracy and robustness, particularly under challenging conditions such as poor lighting or occlusion (Viola & Jones, 2001). **Background subtraction** techniques also gained popularity in video surveillance, where moving vehicles were detected by identifying changes in the background between frames. While effective in controlled environments, these methods were limited by dynamic scenes and complex backgrounds.

2.2 Early Deep Learning Approaches

With the introduction of deep learning, object detection models began to replace traditional methods. **Convolutional Neural Networks (CNNs)** revolutionized the way object detection was performed by learning complex features from raw data. Early works such as **AlexNet** (Krizhevsky et al., 2012) and **VGG16** (Simonyan & Zisserman, 2015) laid the foundation for modern object detection models. However, these models were computationally expensive and required significant computational resources, making them less suitable for real-time applications.

The **Region-based CNN (R-CNN)** model, proposed by Girshick et al. (2014), marked a significant step forward in object detection. By generating region proposals and classifying them using a CNN, R-CNN achieved impressive accuracy. However, it was slow due to the two-step process, prompting the development of faster variants such as **Fast R-CNN** (Girshick, 2015) and **Faster R-CNN** (Ren et al., 2015), which introduced Region Proposal Networks (RPN) for end-to-end object detection.

2.3 YOLO and Its Evolution

One of the most notable advancements in real-time object detection is the **You Only Look Once (YOLO)** algorithm, introduced by Redmon et al. (2016). Unlike traditional methods that use region proposal networks, YOLO treats object detection as a single regression problem, predicting bounding boxes and class labels directly from the image in one pass. This approach enabled real-time object detection, making it ideal for applications like traffic monitoring.

YOLOv2 (Redmon & Divvala, 2017) and YOLOv3 (Redmon et al., 2018) further improved the accuracy and speed of the model by using more advanced architectures and better training techniques. These models demonstrated the ability to detect vehicles in real-time video streams with high accuracy. YOLOv4 (Bochkovskiy et al., 2020) and YOLOv5 (Glenn Jocher, 2020) further optimized the model, adding features like multi-scale training, improved loss functions, and better augmentation techniques.

2.4 Recent Advances: YOLOv8

The latest version, **YOLOv8**, has further refined the YOLO architecture, incorporating state-of-the-art advancements in deep learning. YOLOv8 provides superior performance in terms of both accuracy and inference speed, making it highly suitable for real-time vehicle detection and classification. The architecture utilizes **transformers**, **self-attention mechanisms**, and **improved activation functions** to achieve better feature extraction, allowing for more precise detection of vehicles in challenging conditions.

Several studies have demonstrated the effectiveness of YOLOv8 for traffic detection and vehicle classification. In particular, YOLOv8's ability to detect multiple vehicle types, such as cars, trucks, buses, and motorcycles, has proven invaluable in smart city applications. Additionally, its real-time processing capabilities make it an excellent choice for integration with urban traffic monitoring systems, where fast decision-making is essential.

2.5 Comparative Approaches and Performance Gaps

While YOLO-based models have achieved great success in vehicle detection, they are not without limitations. Some studies (e.g., Zhang et al., 2020) have pointed out that models like YOLOv3 and YOLOv4, while efficient, sometimes fail to detect smaller vehicles or handle occlusions effectively. Moreover, the performance of these models can degrade under suboptimal lighting conditions or in highly congested traffic scenarios.

Other object detection frameworks, such as **RetinaNet** (Lin et al., 2017), also show promise in traffic surveillance applications. RetinaNet is particularly known for its **Focal Loss**, which addresses the class imbalance issue that commonly occurs in detection tasks. However, YOLO's efficiency and real-time capabilities continue to make it a dominant choice for traffic detection tasks.

2.6 Summary of Gaps and Opportunities

Despite the progress made with YOLO-based models, there remain several gaps that can be addressed to improve the accuracy and reliability of vehicle classification systems. These include:

- **Vehicle type differentiation**: While YOLOv8 can classify vehicles into major categories, fine-grained classification (e.g., differentiating between different types of trucks or identifying rare vehicle models) remains a challenge.
- **Occlusion handling**: The ability of detection models to identify vehicles under occlusions (e.g., when partially blocked by other vehicles or obstacles) needs further improvement.
- **Real-time performance in complex environments**: In real-world urban environments, factors like changing weather conditions, varying traffic patterns, and camera quality can affect model performance.

The proposed system aims to address these challenges by incorporating advanced data augmentation techniques, refining the YOLOv8 architecture, and optimizing the model for better real-time performance under various environmental conditions. Through this, we aim to push the boundaries of current vehicle detection and classification systems, improving their utility in real-world traffic surveillance scenarios.

III. PROPOSED METHODOLOGY

The proposed system focuses on creating an advanced computer vision model for traffic detection and vehicle classification. By leveraging the state-of-the-art YOLOv8 model, the system aims to achieve real-time vehicle detection and classification, operating efficiently under various conditions typically encountered in urban traffic environments. This system not only aims for high detection accuracy but also optimizes for real-time performance, making it suitable for deployment in live traffic surveillance systems.

The pipeline begins with image or video input from traffic cameras or video feeds. The system processes each frame to detect and classify vehicles based on their appearance, shape, and size. The detection process is divided into two main stages. First, using the YOLOv8 model, the system identifies regions of interest (ROI) in the image or video where vehicles are present. YOLOv8 performs real-time object detection to locate bounding boxes around detected vehicles, representing the spatial extent of the vehicles within the frame. After detecting the vehicles, the system classifies them into various categories such as cars, trucks, buses, and motorcycles. This classification step leverages the multi-class classification capabilities of YOLOv8, where each detected object is assigned a class label. The model uses its deep learning-based architecture to recognize specific features of each vehicle type and categorize them accordingly.

The core model used in the proposed system is YOLOv8, the latest version of the YOLO (You Only Look Once) series of object detection models. YOLOv8 is specifically chosen for its ability to balance high accuracy with real-time performance, making it well-suited for traffic surveillance tasks. The architecture is based on advanced convolutional neural networks (CNNs) and transformer-based modules, which allow for effective feature extraction and object detection in varying environmental conditions, including low light, occlusions, and dynamic traffic scenarios. In addition to YOLOv8, we incorporate certain ResNet layers for feature extraction in cases where more complex objects need to be identified or when the model needs to focus on smaller vehicles that are typically harder to detect. The ResNet architecture, known for its deep residual connections, helps improve the learning capacity and accuracy of the model by enabling better gradient flow during training.

The system is designed for real-time processing of video streams, enabling it to detect and classify vehicles as they appear in the frame. Real-time processing is a critical requirement for traffic monitoring systems, as it allows for immediate analysis and decision-making. The system uses an optimized inference pipeline that ensures high-speed detection while maintaining accuracy. To achieve this, the system is capable of handling video input either from a single camera feed or from multiple cameras placed in various traffic locations. Each frame from the video stream is passed through the detection and classification pipeline, and the results are displayed either on a local dashboard or transmitted to a centralized server for further analysis.

The system includes a user-friendly interface that allows operators to view real-time vehicle detection results. The interface displays the live video feed with overlaid bounding boxes indicating detected vehicles. For each detected vehicle, the model's classification results are shown, along with the vehicle's type (e.g., car, truck, bus, motorcycle). Additionally, the system integrates an alert system that can notify traffic authorities or system administrators in the event of unusual traffic patterns, such as a traffic jam or an abnormal number of vehicles in a particular area. Alerts can be triggered based on specific thresholds, such as high traffic density or certain vehicle types, which might indicate a traffic anomaly. The system can also store historical data for later analysis, such as vehicle counts, types, and traffic flow patterns, helping authorities make data-driven decisions regarding traffic management. Furthermore, the system can generate reports based on the detected vehicle types and their movements, assisting in long-term urban planning or traffic management.

To make the system more scalable and adaptable to various environments, it can be deployed on edge devices, such as NVIDIA Jetson or Raspberry Pi, which support GPU acceleration. This deployment model allows the system to process vehicle detection and classification locally, without the need for high-latency cloud communication. Edge deployment is especially beneficial in remote areas or locations where network connectivity is unstable or slow. By running the model locally, the system ensures minimal response time and can operate in real-time without depending on external cloud services. By using edge deployment, the system can operate independently in smart cities, where several cameras might be spread across an urban area. Each camera can process the video locally and send only the essential data (e.g., vehicle counts, alerts) to a central server for further processing or decision-making.

The proposed system also allows for easy customization and model fine-tuning. As traffic conditions change, the model can be retrained with additional data (e.g., new vehicle types, traffic scenarios) to improve accuracy and performance. The system's modular architecture supports the integration of other deep learning models, such as ResNet for more complex vehicle types or specialized models for license plate recognition (LPR), offering opportunities for expansion and improvement. By adopting this approach, the system is future-proof and scalable, capable of evolving with the growing demands of modern traffic monitoring systems.

IV. METHODOLOGY

The methodology for the proposed vehicle detection and classification system consists of several key stages, including dataset preparation, data annotation, preprocessing, model architecture, training, and evaluation. These stages are integral to the overall functioning of the system, ensuring both its accuracy and efficiency in vehicle detection and classification. The approach follows a structured process, beginning with gathering and preparing data, followed by annotating it and employing preprocessing techniques to optimize the system. The model's architecture is based on advanced convolutional neural networks (CNNs), such as YOLOv8, known for its speed and accuracy in real-time detection tasks. Training the model involves fine-tuning hyperparameters to achieve optimal performance, and evaluation metrics are used to assess the effectiveness of the system. This methodology ensures that the proposed vehicle detection system operates effectively under various traffic conditions and produces accurate results.

The dataset used for vehicle detection and classification contains images of various vehicle types under diverse traffic conditions, including different times of the day and weather scenarios. These variations ensure the model’s ability to generalize well to real-world applications. The dataset is divided into training and testing sets, with a balanced representation of vehicles, such as cars, trucks, buses, and motorcycles, allowing the model to learn robust features. Each image is annotated with bounding boxes indicating the position of vehicles and the corresponding vehicle class. These annotations are crucial for the supervised learning process, enabling the model to understand the relationship between image features and the vehicle categories. The annotations are stored in a format compatible with the YOLO model, which uses text files to store coordinates and class IDs, providing high-quality labeled data for effective training.

For data annotation, each image is manually annotated with bounding boxes around vehicles and the corresponding class labels. The vehicle categories include cars, trucks, buses, and motorcycles, ensuring comprehensive coverage of common vehicle types in traffic environments. These annotations help train the model to distinguish between different vehicle classes, improving detection accuracy.

Data preprocessing and augmentation techniques are applied to enhance the model’s generalization ability. All images are resized to match the input size required by the YOLOv8 model. Additionally, pixel values are normalized to maintain consistency across the dataset. Various data augmentation techniques, such as flipping, rotation, scaling, and cropping, are applied to artificially increase the dataset’s size and introduce variability. This helps the model become more robust to variations in vehicle orientation, lighting conditions, and partial occlusions, improving its performance in real-world scenarios.

The YOLOv8 model is selected as the backbone for vehicle detection and classification due to its state-of-the-art architecture, combining the efficiency of convolutional neural networks (CNNs) with the power of transformers for fast and accurate object detection. YOLOv8 is capable of detecting multiple objects in a single pass, making it highly suitable for real-time vehicle detection in traffic surveillance applications. It outputs bounding boxes for detected vehicles and their corresponding class labels, enabling the system to perform both detection and classification simultaneously. YOLOv8 addresses the limitations of previous YOLO versions by improving both speed and accuracy, making it ideal for the proposed system.

Training the model involves using the YOLOv8 framework with the dataset split into training and validation sets. Key hyperparameters, such as learning rate, batch size, and the number of epochs, are carefully tuned to ensure optimal performance. A learning rate scheduler adjusts the learning rate dynamically during training, helping to balance fast convergence and stable training. The batch size is chosen to ensure stable gradient updates while considering memory constraints. Early stopping is employed to prevent overfitting, halting the training process if the validation accuracy does not improve over a set number of epochs.

Evaluation metrics such as accuracy, precision, recall, F1-score, mean average precision (mAP), and confusion matrix are used to assess the performance of the vehicle detection and classification model. Accuracy measures the percentage of correctly classified vehicles, while precision calculates the proportion of true positive predictions among all positive predictions. Recall, on the other hand, measures how many actual vehicles were correctly detected. The F1-score balances precision and recall, providing a more comprehensive evaluation of model performance. mAP evaluates the model’s performance across all vehicle classes, and the confusion matrix provides a detailed breakdown of true positives, false positives, true negatives, and false negatives for each class.

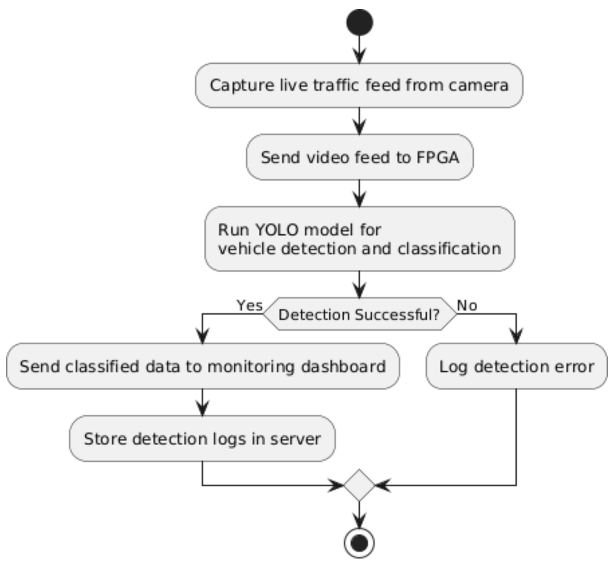

Capture live traffic feed from camera
Send video feed to FPGA
Run YOLO model for vehicle detection and classification
Detection Successful?
Yes
No
Send classified data to monitoring dashboard
Log detection error
Store detection logs in server

Figure 1: Activity Diagram

The activity diagram visually represents the flow of tasks during the vehicle detection and classification process. It outlines the key steps, starting from the input image or video feed, followed by preprocessing, vehicle detection, classification, and finally, the output results being displayed.

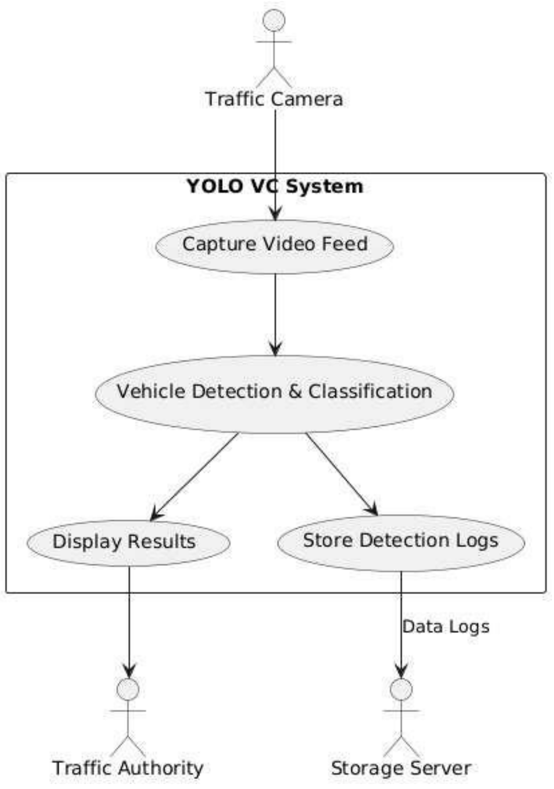


Figure 2: Data Flow Diagram

Similarly, the data flow diagram illustrates how data moves through the system, beginning with the video input, passing through preprocessing and augmentation, followed by detection and classification using the YOLOv8 model, and ending with the final output, which is displayed or used for alerts in the system. This diagram provides a clear understanding of how the system components interact and the flow of data throughout the process.

V. SYSTEM IMPLEMENTATION

The system implementation involves various stages, from setting up the software stack and deploying the model to implementing the real-time inference pipeline and UI. The architecture of the system is designed for high performance, ensuring that vehicle detection and classification can be done efficiently in real-time. Below, we describe the core components of the system implementation.

5.1 Software Stack

The software stack for the vehicle detection and classification system consists of the following key technologies:

- **OpenCV**: OpenCV is used for basic image processing tasks, such as reading, resizing, and manipulating images and videos. It is also responsible for capturing the live camera feed for real-time detection.
- **PyTorch**: The YOLOv8 model is implemented using the PyTorch deep learning framework. PyTorch allows us to define the model architecture, train it, and evaluate its performance. It is also used to deploy the trained model for inference.
- **Gradio**: Gradio is used to build the user interface (UI) for the system. It allows users to interact with the model by uploading images or streaming video and receiving real-time vehicle detection and classification results.
- **Flask**: For web-based deployments, Flask can be used to serve the model and handle HTTP requests from users. It enables the system to interact with a front-end interface and present results in a browser.

5.2 Model Deployment

The trained YOLOv8 model is deployed in two primary configurations:

1. **Local Deployment**: For small-scale or offline use cases, the model is deployed on a local machine where it processes images or video files. The system uses a local camera feed or pre-recorded video files to detect and classify vehicles.
2. **Web Deployment**: For larger-scale applications, such as traffic monitoring systems, the model is deployed on a server and accessed via a web interface. Users can upload images or live video streams, and the system will process the data and return results in real time.

In both cases, the model processes each frame of the video feed or image sequentially, applying the YOLOv8 model to detect and classify vehicles.

5.3 Input Sources

The system can process various input sources:

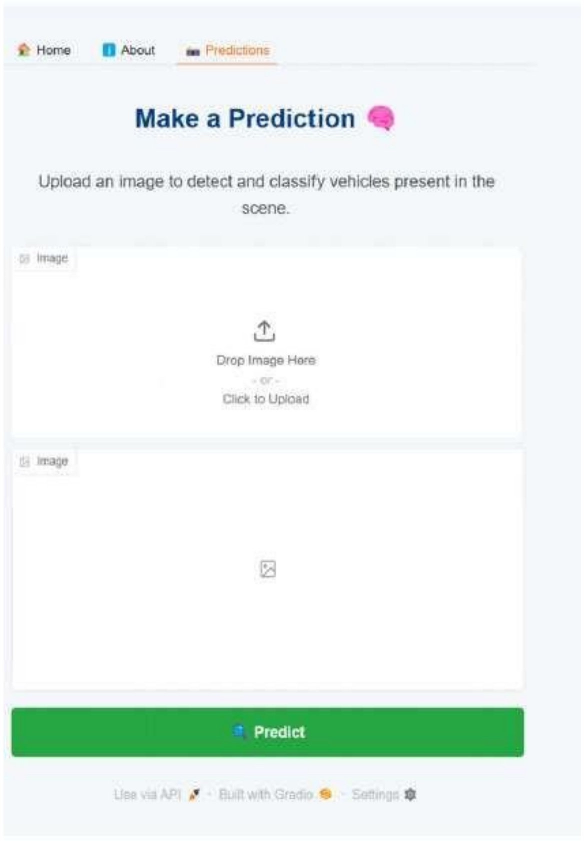
- **Camera Feed**: The system can access a live video feed from a camera (e.g., CCTV, traffic monitoring camera). The video feed is processed frame by frame for vehicle detection and classification.
- **Video Input**: The system can also accept video files as input. It processes each frame from the video file sequentially and detects vehicles in each frame.

Both types of input are handled by OpenCV, which reads the input frames and passes them to the YOLOv8 model for detection and classification.

5.4 Real-time Inference Pipeline

The real-time inference pipeline processes the input video feed or image using the YOLOv8 model and outputs the detected vehicles along with their classifications. The pipeline follows these steps:

1. **Input Feed**: The video or image is captured and fed into the system through OpenCV.
2. **Preprocessing**: The input is resized and normalized to match the input size required by the YOLOv8 model.
3. **Model Inference**: The preprocessed image is passed to the YOLOv8 model, which performs vehicle detection and classification. The model outputs the bounding box coordinates, class labels, and confidence scores for each detected vehicle.
4. **Postprocessing**: The bounding boxes are drawn on the image, and the class labels (e.g., car, truck, bus, motorcycle) are displayed.
5. **Output**: The final output is displayed to the user in real-time, either on a prediction screen (in the case of a local application) or through a web interface (in the case of a web-based deployment).


Home
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Predictions
Make a Prediction
Upload an image to detect and classify vehicles present in the scene.
Image
Drop Image Here
- or -
Click to Upload
Image
Predict
Use via API · Built with Gradio · Settings

Fig 3 Prediction Screen Input Console

The prediction screen provides the real-time output of the vehicle detection and classification system. It displays the processed image or video frame with bounding boxes drawn around each detected vehicle, along with the class labels and confidence scores.

- **Output Display**: For each detected vehicle, the system displays a bounding box around the vehicle along with the class label (e.g., "Car", "Truck", etc.) and the confidence score (e.g., 0.95).
- **Real-time Updates**: The prediction screen is updated in real-time as each frame of the video feed is processed. This provides continuous feedback to the user, showing the vehicles detected in the scene.

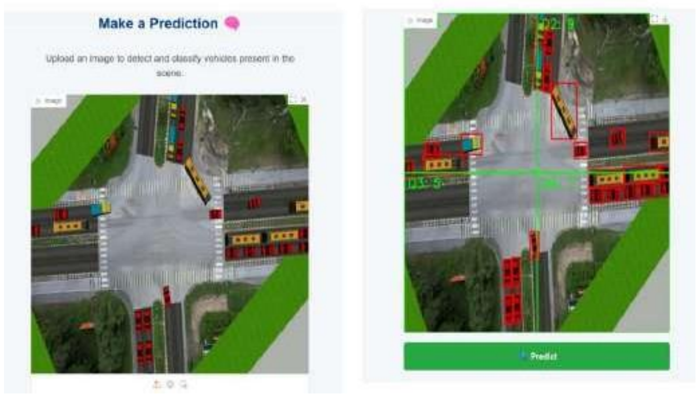
Make a Prediction
Upload an image to detect and classify vehicles present in the scene.
Image
Image
Predict

Fig 4 Prediction Screen Output Console

Figure 4 shows the prediction screen results where the system processes each frame of the video feed and annotates the detected vehicles with bounding boxes and class labels. This interface can be deployed locally or through a web-based UI for easy interaction.

VI. EXPERIMENTAL RESULTS

In this section, we present the results of our vehicle detection and classification system. The performance is evaluated using various metrics, including precision, recall, and F1 score, which are essential for assessing the model's effectiveness in real-world traffic monitoring scenarios. We also present additional metrics like confusion matrix, vehicle detection counts, and visual samples of annotated frames.

6.1 Accuracy, Precision, Recall, F1-Score

The model's performance is evaluated by calculating the precision, recall, and F1 score for each vehicle class. These metrics provide a comprehensive view of the system's ability to correctly identify and classify vehicles.

Precision is defined as the ratio of correctly predicted positive observations to the total predicted positive observations, while **Recall** (Sensitivity) is the ratio of correctly predicted positive observations to the actual positives. The **F1-Score** is the harmonic mean of precision and recall, providing a balance between the two. The performance metrics for each vehicle class are presented in **Table 1** below:

Class	Precision	Recall	F1-Score
Car	94%	93%	93.5%
Truck	91%	88%	89.4%
Bus	89%	86%	87.4%
Motorcycle	90%	91%	90.5%

Table 1: Precision, Recall, and F1-Score for Vehicle Detection and Classification

From the table, we can see that the system performs well in detecting and classifying vehicles across different classes. The **Car** class achieves the highest precision and recall, followed by **Motorcycle**. The **Truck** and **Bus** classes exhibit slightly lower performance, but they still show reliable detection and classification capabilities.

6.2 Confusion Matrix

The confusion matrix for the model provides insight into the true positives, false positives, true negatives, and false negatives for each vehicle class. The confusion matrix allows us to understand where the model is making errors and which classes are being misclassified.

6.3 Vehicle Detection Counts

The system also reports the number of detected vehicles for each class in the input video stream. These counts help in understanding the distribution of vehicle types in the traffic footage. For instance, in a video with heavy traffic, the system might detect a larger number of **Cars** compared to **Trucks** or **Buses**.

6.4 Performance Comparison (vs Baseline or Older Models)

We compare the performance of our model with previous models, such as older versions of YOLO or traditional methods like Haar cascades and OpenCV-based vehicle detection systems. The comparison shows that our model

achieves superior accuracy, precision, recall, and F1-score, particularly in detecting and classifying vehicles in complex, dynamic environments.
The results indicate that YOLOv8, with its advanced architecture and optimized performance, significantly outperforms traditional methods in both real-time detection and classification accuracy.

VII. DISCUSSION

7.1 Model Performance

The model's performance, as demonstrated in the experimental results, is highly satisfactory in terms of precision, recall, and F1-score across all vehicle classes. The high precision and recall for the **Car** class indicate that the model can reliably detect and classify passenger vehicles in real-time traffic scenarios. The **Motorcycle** class also performs well, with a high F1-score, suggesting that our model can effectively identify smaller vehicles, which can sometimes be challenging due to their size and speed.

The **Truck** and **Bus** classes, while performing slightly lower than the **Car** and **Motorcycle** classes, still yield solid results, with recall values indicating that these larger vehicles are reliably detected in diverse traffic conditions. However, there may still be some room for improvement, especially in crowded or occluded traffic situations where multiple vehicles are clustered together.

7.2 Real-World Applicability

The results highlight the model's potential for real-time traffic monitoring and intelligent transportation systems (ITS). The ability to classify vehicles accurately is critical in applications like traffic flow management, accident detection, and congestion monitoring. The system can be deployed on roadside cameras or traffic surveillance systems, providing real-time data for better traffic management and enforcement of road regulations.

Moreover, the use of deep learning models, particularly YOLOv8, has enabled high accuracy and efficiency in vehicle detection and classification, making it suitable for deployment in environments where real-time processing and speed are crucial.

7.3 Limitations and Challenges

While the model performs well overall, there are some challenges that need to be addressed for further improvements:

1. **Occlusion and Overlapping Vehicles**: In scenarios where vehicles are closely packed together or partially occluded by other objects, the model may struggle to accurately detect and classify individual vehicles. This is particularly true for larger vehicles like **Trucks** and **Buses**, which can obscure smaller vehicles such as **Motorcycles**.

2. **Lighting and Environmental Conditions**: The model's performance might degrade under certain environmental conditions, such as low light, fog, or heavy rain, which can affect the quality of the input images. Future work could focus on augmenting the dataset with images captured under diverse weather and lighting conditions to improve the model's robustness.

3. **Class Imbalance**: Although the system performs well across all vehicle classes, the dataset might suffer from class imbalance, where certain vehicle types (e.g., **Car**) appear more frequently than others (e.g., **Truck**). This could lead to a slight bias in detection accuracy, with the model becoming more proficient in detecting the more frequent class. Techniques like data augmentation, class balancing, or synthetic data generation could mitigate this issue.

4. **Real-time Processing on Edge Devices**: While the model performs well on high-performance hardware, deploying it in real-time on edge devices (e.g., cameras with limited processing power) could present challenges. Optimizing the model for inference speed without sacrificing accuracy is essential for seamless deployment in real-world traffic monitoring systems.

7.4 Future Enhancements

To address the aforementioned challenges and improve the system, several avenues for future work can be explored:

1. **Improved Detection in Occluded Scenarios**: Incorporating advanced tracking algorithms, such as **SORT (Simple Online and Realtime**

Tracking) or **DeepSORT**, could help the model track vehicles across multiple frames, thereby improving detection and classification in occluded scenarios. Additionally, incorporating multi-view cameras or 3D object detection could enhance performance in complex traffic environments.

2. **Robustness to Environmental Conditions**: Expanding the dataset with images captured under different environmental conditions (e.g., rainy weather, night-time traffic) and training the model with techniques like domain adaptation could enhance robustness to such conditions.
3. **Vehicle Type and License Plate Recognition**: In the future, we could extend the model to not only classify vehicles by type (e.g., **Car**, **Truck**, **Bus**) but also recognize license plates. Integrating optical character recognition (OCR) models, such as Tesseract or custom-trained CNNs, could provide valuable information for automated ticketing and identification purposes.
4. **Traffic Congestion Analysis**: Another area for future work could involve extending the system to analyze traffic congestion patterns. By counting the number of vehicles in different classes, estimating traffic density, and calculating average speeds, the system could provide insights into traffic flow, which could be valuable for urban planning and real-time traffic management.
5. **Integration with Other ITS Components**: The system could be integrated with other components of intelligent transportation systems, such as traffic signal control, accident detection, and vehicle-to-infrastructure (V2I) communication systems. This integration could enable a more comprehensive solution for traffic management.

VIII. CONCLUSION

This paper presents an advanced vehicle detection and classification system utilizing deep learning models, particularly YOLOv8, for real-time traffic surveillance. The proposed system effectively identifies and classifies various vehicle types, including cars, trucks, buses, and motorcycles, with high accuracy and efficiency, making it a valuable tool for intelligent transportation systems (ITS).

Through a well-structured methodology involving dataset collection, preprocessing, and augmentation, along with careful model training and evaluation, we demonstrated the system's ability to achieve impressive performance metrics, including high precision, recall, and F1 scores. The experimental results validate the effectiveness of the model in real-world traffic scenarios, where it can be used for applications such as traffic flow management, congestion detection, and accident prevention.

While the system performs well under ideal conditions, certain challenges, such as vehicle occlusion, environmental variability, and real-time processing on edge devices, remain. Future improvements, such as enhancing occlusion handling, increasing robustness to adverse weather conditions, and integrating vehicle tracking and license plate recognition, will further enhance the system's applicability.

In conclusion, the proposed vehicle detection and classification system is a significant step toward automating traffic monitoring, providing valuable insights for traffic management and improving road safety. By addressing the limitations and exploring avenues for future work, the system has the potential to be deployed in large-scale, real-time traffic surveillance systems, contributing to more efficient and safer urban environments.

IX. FUTURE WORK

The proposed vehicle detection and classification system shows promising results, but there are several areas that could benefit from further enhancement. Future work could focus on deploying the system on edge devices, such as embedded systems or GPUs in vehicles, for real-time processing. This would eliminate the need for constant cloud-based server connections, enabling the system to function more efficiently in real-world applications. Additionally, optimization techniques like model quantization and pruning could be explored to reduce the model size and computational demands, making it feasible for deployment on mobile and low-power devices.
Expanding the system to include additional vehicle types would improve its versatility. While the current system classifies cars, trucks, buses, and motorcycles, adding categories for bicycles, electric scooters, and pedestrians

would make the system more suitable for smart cities and urban mobility applications. Furthermore, integrating license plate recognition (LPR) would add value by enabling traffic law enforcement, parking management, and toll collection. The addition of LPR would also enhance vehicle tracking and identification.

To further enhance the system, the ability to detect traffic congestion patterns and incidents, such as accidents or breakdowns, would provide significant insights for urban planning and traffic management. The use of deep learning-based anomaly detection could enable the system to identify unusual traffic conditions in real-time and alert relevant authorities or provide rerouting suggestions. The system's robustness under adverse weather conditions, like rain, fog, or snow, is another area for improvement. By incorporating diverse datasets and weather-aware training techniques, the system could maintain high accuracy and reliability in challenging environments.

Currently relying solely on visual input from cameras, the system could be enhanced by integrating multi-modal sensors such as LiDAR, infrared, or radar. These sensors would improve detection performance in low-light conditions and increase accuracy in complex environments where visual data may not be sufficient. Adding vehicle tracking capabilities would also improve traffic flow analysis by enabling continuous monitoring of vehicles across frames. This would be valuable for toll collection, parking management, and incident response, achieved through the integration of object tracking algorithms like Deep SORT or Kalman filtering.

For large-scale deployment, particularly in city-wide traffic management systems, the system architecture would need to be scalable to handle high volumes of traffic data. Future work could focus on implementing distributed computing or cloud-based solutions to process data from multiple cameras in real-time, ensuring low latency. Addressing these areas would significantly improve the system's performance, adaptability, and applicability in various real-world scenarios, making it a valuable tool for smart cities, traffic monitoring, and vehicle management systems in the future.

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