

Hauptprojekt

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Speed estimation of passing vehicles using Deep
Learning

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Thema der Arbeit

Geschwindigkeitsschätzung von Fahrzeugen mit Hilfe von Deep Learning

Stichworte

Convolutional neural network, YOLO, Automatische Kennzeichenerkennung, Geschwindigkeitsmessung

Kurzzusammenfassung

Diese Arbeit dokumentiert den Bau eines Prototypen, der es ermöglicht die Geschwindigkeit von Fahrzeugen in Videos zu bestimmen. Dabei wird ein Faltungsnetzwerk namens YOLO benutzt, um Kennzeichen zu finden, anhand deren bekannter Dimensionen über mehrere Bilder hinweg die Geschwindigkeit des Fahrzeugs errechnet werden kann.

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Title of Thesis

Speed estimation of passing vehicles using Deep Learning

Keywords

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Abstract

In this work the problem of building a prototype system to estimate the speed of vehicles in a video feed is tackled. Inspired by the versatility of deep neural networks the system uses a CNN called YOLO to detect license plates and uses their known dimensions to calculate the speed of the vehicle.

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1 Introduction

Measuring the speed of a passing vehicle is a common practice in our society to regulate traffic and ensure road safety. It can be achieved in a variety of ways such as with a radar gun, induction loops or cameras fixed to overarching bridges. All those methods require large, expensive technical equipment which is not trivial to come by or to handle. In this paper a computer vision system is proposed which takes arbitrary video files, analyzes them for vehicles and returns a velocity estimation. It does so by measuring the height of the license plates of the passing cars, an object with known dimensions as they are standardized.

This system is a progression of a much simpler system build for the first masters project (*Grundprojekt*). The system back then was capable of locating license plates within a picture. It did so by finding vehicles with the help of a convolutional neural network (CNN) and then applying various filters and operators on the determined region to precisely locate the license plate.

The new system described in this work improves on that in a variety of ways. The CNN used to detect vehicles is more capable, has a higher detection rate and is still faster. This also shows dramatically in the number of frames the system is able to process per second. The license plate localization was completely reworked and is using a two-step approach now. It uses Haar classifiers to propose regions where license plates might be located. This is very fast but results in a lot of false positives. That is why in a second step a CNN is used to validate if a region proposal really contains a plate. This method results in a much higher hit rate compared to the first version but at the same time is a lot more efficient than a sliding window approach. Furthermore, the exact dimensions of the detected license plate are now calculated using curve fitting to get the most accurate result. To further reduce the margin of error, camera calibration was introduced to correct each video frame for lens distortion.

2 Enhancements

The system has been enhanced in many ways, from a clearer code structure to newer, more powerful technologies. This simplifies further development and improves performance in a major way as will be shown in chapter 3.

2.1 Upgraded Object Detection Network

The first version of this project [3] was built on top of the first version of YOLO [6], a single shot object detector that achieved state-of-the-art recognition scores when it was introduced in 2016. Since then, CNNs have improved significantly and more modern and better performing networks have emerged. One of them is YOLOv3 [8] a progression of YOLO and its successors [7] which is roughly 3 times faster than the original one. The general architecture is similar to the first iteration with some important improvements. YOLOv3 now uses batch normalization which helps to regularize the model and removes the need for the dropout layers. It benefits from higher resolution images for training, helping it detect smaller objects and uses a 13×13 instead of the 7×7 grid to create the initial anchor boxes which carry now dimensions based on the actual training data and are not hand crafted any more. It also uses several residual blocks [4] within its total of 56 layers to facilitate the training of this much deeper network.

As I run this project on commodity hardware and want to come as close to real-time performance as possible, a variant of YOLOv3 called tiny-yolo is used, which only uses 20 layers with just one residual block. The number of anchor boxes per grid cell is also reduced from 9 to 6. This comes at a slight reduction in detection accuracy but the inference time per frame is greatly reduced. The performance of this model will be further discussed in chapter 3. Another change in regard to the model is that it was switched from a pure TensorFlow implementation to Keras, an abstraction over TensorFlow which makes the code easier to read and more maintainable.

2.2 License Plate Localization

The license plate localization has been reworked to make it faster and more accurate. The first iteration of this project used a relatively simple approach of finding the plate by using several different filters provided by OpenCV, such as edge detection, opening and closing operations. It then used some simple validations to rule out false positives.

This iteration employs a multi-step approach where regions possibly containing license plates are first selected by a Haar classifier, these regions are then validated by a CNN and the resulting plates are measured with significantly higher accuracy.

2.2.1 Haar Classifier

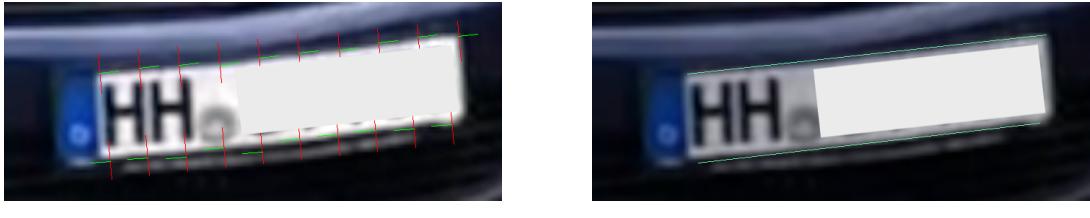
Haar-like features have been around for some time but they are still the tool of choice in specific use cases, mostly because of the ease of computation and the resulting detection speed [9].

To train the classifier I used the existing license plate localization logic with less strict validation rules to search for potential plate regions within frames of various videos. I then labeled those image patches to either contain a license plate or not. With this data set I then trained a 20-stage classifier which is used to propose plate regions.

Detailed steps of this process and the accompanying code can be found on GitHub at <https://github.com/Xaaris/opencv-haar-classifier-training>.

2.2.2 License Plate Validation

The aforementioned classifier is intentionally trained to over-classify regions. That means it produces a lot of false positives but the chance of it missing a plate is relatively low. Thus, there is need for a thorough validation step that eliminates all the false positives. As the simple rule-based validation from the first iteration of this project was not enough anymore, I instead opted to use a convolutional neural network. The resulting CNN is a simple 8 layer network consisting of two convolutional, one pooling, two dropout and two dense layer after a flattening step. It is trained on a few hundred hand selected examples of images classified as either containing a license plate or not. Training images have dimensions of 150×50 pixels with three color channels. Data augmentation in form



(a) Individual measuring points along the upper and lower edges of the license plate
 (b) Final upper and lower lines determined by the algorithm

Figure 2.1: Steps during the height measurement of a license plate (plates masked for privacy reasons)

of small deviations in rotation, sheering and brightness is employed to achieve acceptable results in spite of the low number of training examples.

2.2.3 License Plate Height Measurement

The exact measurement of the license plate height is of utmost importance as it is the reference on which the velocity estimation is based. In the previous section an image patch is obtained which is validated to include a license plate. To measure the height of it, the image is first white-balance corrected to get more consistent results. It is then converted to a binary representation based on the intensity of each pixel and undergoes some morphological operations to find a clear outline of the license plate. The upper and lower edges of this outline are then further refined by placing a number of equidistant refinement points on them. For every one of these points the close vicinity in the perpendicular direction to the original line is scanned to determine where exactly the edge of the plate is located with sub-pixel accuracy. A best-fit line is then calculated based on those points. The height of the license plate is then assumed to be the average distance between the upper and the lower refined edges. Figure 2.1 shows two steps from the process where (a) displays the refinement points (10 for each line in this case) and (b) shows the final calculated edges.

2.3 Camera Calibration

Commercially available standard cameras unfortunately come along with one major weakness: significant distortion. Luckily, as the distortions are fixed constants for a given camera model, we can easily measure them and correct the resulting picture for them.

To be able to do so we first have to measure the camera properties by taking pictures of known patterns, such as a chessboard pattern. By taking multiple pictures from various angles we can then calculate the intrinsic camera matrix with f being the focal length in either direction and c being the principal point, usually at the image center.

$$\text{camera matrix} = \begin{bmatrix} f_x & 0 & c_x \\ 0 & f_y & c_y \\ 0 & 0 & 1 \end{bmatrix}$$

This matrix needs to be scaled along the image size in case its dimensions are altered. We can also calculate the rotation distortion

$$\begin{aligned} x_{\text{corrected}} &= x(1 + k_1r^2 + k_2r^4 + k_3r^6) \\ y_{\text{corrected}} &= y(1 + k_1r^2 + k_2r^4 + k_3r^6) \end{aligned}$$

as well as the translation distortion in the x and y dimensions.

$$\begin{aligned} x_{\text{corrected}} &= x + (2p_1xy + p_2(r^2 + 2x^2)) \\ y_{\text{corrected}} &= y + (p_1(r^2 + 2y^2) + 2p_2xy) \end{aligned}$$

The latter two values are fixed and don't depend on the image scale. With these parameters in place we can correctly translate points from the real world to pixels in a photo. Figure 2.2 shows how extreme examples could look like. It also demonstrates clearly that we might lose some pixels at the edges of the picture when correcting for the distortion. To not end up with black bars around the edges, another matrix is used to crop the image to the region of interest. On an actual example the loss of information in the picture is minimal, so that we do not need to worry that important parts of the image are cropped.

Another quantity that needs to be known is the focal length of the camera. It is needed to calculate the distance from the lens to an object, in this case to the license plate. The focal length of the used camera is known [2] but unfortunately only for photos. When shooting a video, the camera automatically crops in an undocumented amount and only uses part of the sensor. Therefore, the effective focal length needs to be measured manually. This

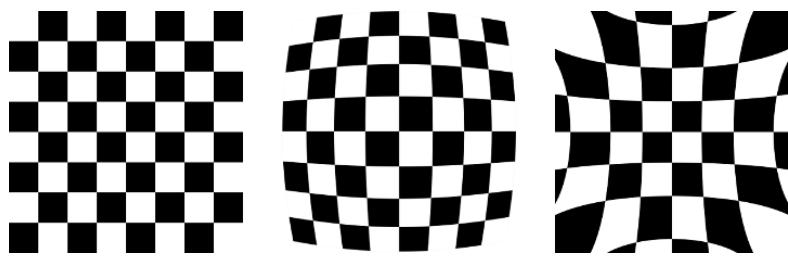


Figure 2.2: No distortion on the left while the middle example shows positive radial distortion and the right example shows negative radial distortion [5]

can be done by filming a real-world object of which the dimensions are known, such as a ruler from a known distance.

3 Results

This chapter will give an overview on the improvements in performance and accuracy achieved in comparison to the first iteration [3] of this project. It will also highlight challenges and situations the system can't cope with.

3.1 Performance

The various enhancements described in chapter 2 have a big impact on the overall performance of the system. When the first system used to run at around two frames per second (FPS) on a MacBook Pro from 2015, this iteration runs at four FPS or even eight without undistorting the frames. This translates to roughly 45 and 90 FPS respectively on a current high-power desktop machine with a capable GPU. Figure 3.1 shows how much time is consumed by each individual subsystem when working on a lengthy 4k video, featuring a single car in every frame. As is evident from that pie chart, most of the time is spent correcting for the lens distortion. This is an expensive operation as it is done on relatively large images with a resolution of 3840×2160 pixel. One needs to decide if it is worth to take this performance hit or to rather trade it for a little higher error margin in the speed estimation.

The system can be run with two different variants of the YOLO detection network: YOLOv3 and tiny-YOLOv3. The full-blown network has a higher detection rate but also takes about 7.5 times the time for inference. In my testing the tiny variant achieves around 95% of the detections compared to the full network.

Finding and validating a license plate within the image patch of a car is pretty quick and takes around 40ms of which the validation is roughly a fourth. This is because it is working on vastly smaller image files. While the license plate detection works only on sections of the original frame containing a vehicle, the validation of the plates runs on images of 150×50 pixels.

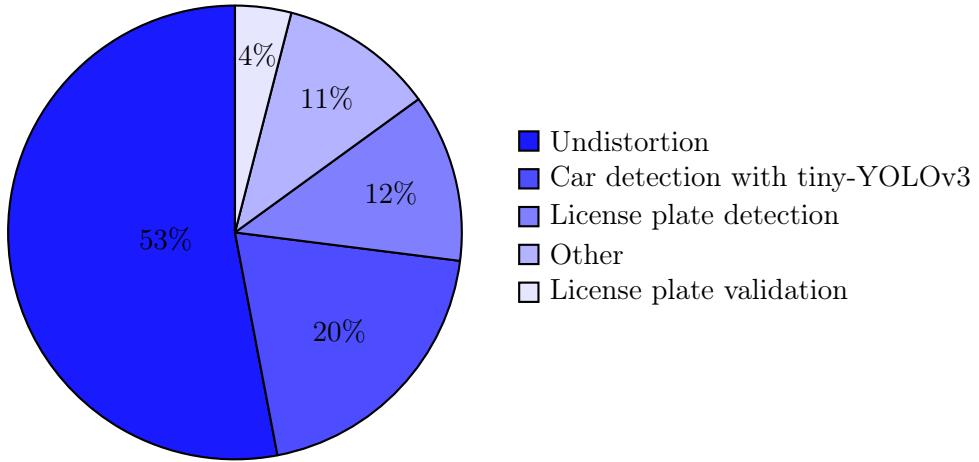


Figure 3.1: Timing of individual subsystems

The remaining time can be attributed to cropping of images, saving the resulting files and the time measurement itself.

3.2 Accuracy

The first iteration of this project had two main accuracy measures: the vehicle detection and the license plate extraction. As they did not change significantly from the first project, this section focuses on a new measure: the speed estimation and its accuracy compared to ground truth.

To obtain video footage with ground truth speed a path of 60 m was measured and a car was driven along it multiple times with different constant speeds. The time was taken with a stopwatch to be able to calculate the speed as accurately as possible. Figure 3.2 shows a sample frame from one of these videos in which you can see the car and one of the marker pales on the right.

From the measured time, the speed can be easily calculated. The videos are cut to only contain the few seconds in which the car goes by and are then put through the prediction system. In addition, a video of a parking car was taken as a validation mechanism. Table 3.1 shows the calculated ground truth speed in comparison to the estimated speed by this system.

3 Results



Figure 3.2: Frame from video for ground truth speed measurement

Ground truth	calculated speed
0.0 km/h	0.32 km/h
9.9 km/h	10.06 km/h
9.97 km/h	10.13 km/h
10.05 km/h	10.22 km/h
17.06 km/h	18.77 km/h
25.74 km/h	25.71 km/h

Table 3.1: Ground truth speed measurements
and estimations from the video

All in all, the results are looking promising as the deviation from the ground truth is rather small. The results are on par with other non-intrusive speed measurement techniques such as those of a laser or radar gun [1]. Of course, the ground truth in itself is not perfect and gets less precise the higher the speed is. That is why only examples of moderate speed are used as a validation set here.

The general rule is the system will be more accurate the lower the driving speed is, as it has more frames to sample data from. It can reliably detect license plates when they are roughly 10 pixels or more in height which translates into a 30m distance from the camera to the plate when filming in 4k on an iPhone XR. As the plates are generally in focus up to a distance of roughly 3m, this results into a test distance of 27m. A vehicle going by with an average speed of 25 km/h will pass this test track in 3.88 s resulting in up to 232 frames and therefore measuring points and a high precision in speed estimation. But as doubling the initial speed will half the time the vehicle needs to pass the test track, the maximum number of measuring points is also halved. Motion blur at higher speeds will further impact the accuracy of the results in a negative way.

3.3 Limitations

The here proposed system has two key limitations: It only works for a single vehicle in the video and is highly dependent on the image quality and therefore on the quality of the camera that is used to produce the input files. The less light there is, e.g. at dusk, dawn or in tunnels, the better the camera has to be to compensate for it with a bigger sensor and higher photosensitivity. Alternatively, an infra-red camera could be used, but that would probably necessitate a retraining of the system to cope with the different image data.

The fact that the system can only work with a single vehicle in the video is due to the lack of a mechanism to connect the same vehicle across multiple frames. A means of object tracking e.g. centroid tracking would need to be implemented to remedy this.

4 Outlook and Conclusion

The results show that it is possible to estimate the speed of vehicles in videos to a fairly accurate degree using the known dimensions of the license plates. The advantages are that only a commodity camera such as a smartphone and some computing power is needed instead of specialized equipment i.e. a radar or laser gun. Disadvantages include limitations regarding low light scenarios and the measurement when multiple cars are in the video frame. Some of those can be rather easily addressed in software as said in section 3.3, but others require additional hardware.

The overall complexity of the system makes it difficult to verify its precision and performance accurately. Further testing is required to precisely measure the error of speed estimation, especially regarding higher speeds.

As the system is only trained on German license plates, it would need to be retrained when deploying it to a different locale, especially when license plate dimensions or colors are different. A mechanism to measure the speed of motor-bikes would go into a similar direction.

Overall the system as it stands now is a big step up in utility, maintainability and extensibility from the first iteration built during the *Grundproject*.

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