IRJCS: International Research Journal of Computer Science
Volume 11, Issue 02, February 2024
ISSN: 2393-9842
https://www.irjcs.com/archives

Automatic Parking Management System and Parking Fee Collection Based on Number Plate Recognition

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Publication History
Manuscript Reference No: IRJCS/RS/Vol.11/Issue02/FBCS10089
Research Article | Open Access | Double-Blind Peer-Reviewed | Article ID: IRJCS/RS/Vol.11/Issue02/FBCS10089
Received: 05, February 2024 | Revised: 12, February 2024 | Accepted: 21 February 2024 | Published Online: 29, February 2024 http://www.irjcs.com/volumes/Vol11/iss-02/06.FBCS10089.pdf
Article Citation: Abhishek,Nitin,Omi,Rishabh,Gaurav,Hariom,Harsh,Ajay(2024). Automatic Parking Management System and Parking Fee Collection Based on Number Plate Recognition. IRJCS: International Research Journal of Computer Science,Volume 11, Issue 02 of 2024 pages 103-112 https://doi.org/10.26562/irjcs.2024.v1102.06
BibTeX Abhishek@2024Automatic
Academic Editor-Chief: Dr.A.Arul Lawrence Selvakumar, AM Publications, India

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Abstract: This research paper dives into the complexities of a programmed stopping framework and electronic stopping expense assortment, principally founded on vehicle number plate acknowledgment. The essential goal is to plan and carry out a programmed stopping framework that essentially improves the accommodation and security of public parking areas. Additionally, it aims to facilitate parking fee collection without the complexities associated with magnetic cards. The proposed automatic parking system boasts several key features. First and foremost, it minimizes human interaction by eliminating the need for magnetic cards and associated devices. Users can seamlessly enter and exit parking lots without physical tokens, enhancing overall convenience. Furthermore, the system incorporates a parking guidance feature that directs users to available parking spaces. Real-time information about vacant spots ensures efficient utilization of parking areas. The heart of the system lies in its number plate recognition capabilities. The significance of this research extends beyond parking management. It contributes to ongoing efforts to automate and digitize essential services, making them more accessible and user-friendly. By embracing such technological advancements, cities can enhance user experiences, improve efficiency, and pave the way for a future of automated systems in public services.
Keywords: Number Plate Identification, Intelligent Transport system, Electronic Toll Collection.

I. INTRODUCTION

An integral part of Intelligent Transportation Systems (ITS) and Electronic Toll Collection (ETC) is Licensing Plate Recognition. Its primary objective is to acquire automobile pictures, identify and extract the Tag plate from them, process the image data, and subsequently utilize it for electronic bill preparation and record access. According to a study on the intelligent transportation system (ITS), electronic vehicle parking payment and electronic toll collection are crucial subjects [1]. The utilisation of ETC is a road pricing strategy designed to yield advantages like amplified toll station capacity, abatement of toll payment duration, improvement of traveler convenience and security, and mitigation of fuel and air pollution. It saves personnel expenses for freeway to parking lot, toll plaza, bridge, tunnel, and turnpike operators while lowering traveler delays, enhancing overall traffic performance, and optimizing the parking system. Furthermore, managing parking lots and keeping an eye on traffic are labor-intensive jobs. Thus, it is suggested that study be done on completely automated parking systems. This technology is different from traditional parking systems in that entry and exit times are not recorded using a magnetic card. It is intended to advise users of available parking spots prior to their arrival to the parking spaces. Since it uses cutting-edge technologies to increase productivity and improve mobility and safety in transportation, Tag Plate Recognition has had a major impact on people's lives in recent years [1].

This system is useful in a variety of settings and areas, including parking lots, public and private entrances, border security, theft prevention, and graffiti management. Numerous studies on number plate recognition in photos have been carried out over the last 20 years. Identification strategies based on approaches like edge analysis [1-3], color analysis [4-5], and Ad boost training [6] were used by early number plate recognition systems. P. Rattanathammawat and T.H. Chalidabhongse [7], D. Zheng et al. [2], and S.Z. Wang and H.M. Lee [1] all suggested using edge analysis to detect Tag plates. Ernst [7-9] introduced a face detection technique that was based on MCT-calculated local structure patterns. Tag acknowledgment applies picture handling and character acknowledgment innovation to distinguish vehicles by consequently perusing their tags. Basically, building this framework includes a few significant parts, which incorporate vehiclenumber plate extraction, character division, and character acknowledgment [10-13]. Vehicle number plates are extricated from vehicle plate pictures. Prior to extricating the number plate, the caught vehicle picture ought to be changed over into double organization [14]. Subsequent to removing the number plate, the characters are fragmented utilizing vertical and confinement on the parallel picture. The Optical Person Acknowledgment (OCR) calculation is utilized to perceive the person, gave the picture's experience has no or very little commotion [15]. The framework's point is to perceive the vehicle's tag number in the leaving place algorithmically furthermore, present attractive card-less stopping and charging exercises. The LPR system's effectiveness is largely dependent on the accuracy of the OCR algorithm. The OCR algorithm is designed to recognize characters from a wide range of fonts and sizes, making it versatile and adaptable. It is also robust enough to handle varying lighting conditions and image qualities, ensuring that it can accurately recognize Tag plates in a variety of real-world scenarios. The OCR algorithm's performance is a critical factor in the LPR system's overall effectiveness, and ongoing research is focused on improving its precision and unwavering quality.

The LPR system uses advanced image processing methods in addition to the OCR algorithm to improve the quality of the captured car images. These techniques include noise reduction, contrast enhancement, and image binarization, which help to improve the clarity and readability of the Tag plates. These image processing techniques play a crucial role in the LPR system, as they ensure that the Tag plate images are of sufficient quality for the OCR algorithm to accurately recognize the characters. All in all, the Tag Acknowledgment framework is a perplexing and refined innovation that assumes a significant part in the Shrewd Vehicle Framework (ITS) and Electronic Cost Assortment (And so forth) areas. Its effectiveness is largely dependent on the accuracy and reliability of its algorithms, as well as the quality of the captured car images. Ongoing research in this field is focused on improving these aspects of the LPR system, with the ultimate goal of enhancing transportation safety and mobility, and facilitating efficient electronic toll collection and car parking payment systems.

2. OVERVIEW OF THE SYSTEM

The adequacy of any Tag Acknowledgment framework is generally moored on the strength and dependability of its calculations. Within the framework of this LPR system, a set of six primary algorithms are utilized. These algorithms serve as the pillars of the system, propelling its capacity to accurately and efficiently recognize Tag plates. The architecture and execution of these algorithms are pivotal to the overall performance of the LPR system, influencing its dependability and applicability in practical scenarios. A comprehensive exploration and scrutiny of these six primary algorithms constitute a substantial segment of this research paper. The individual and combined contributions of these algorithms to the system's efficiency are investigated, offering valuable insights into the mechanics of sophisticated LPR systems. This study attempts to enlighten the complex connection of these calculations in the development of an exceptionally compelling Tag Acknowledgment framework. The first algorithm is responsible for the initial image processing, preparing the image for further analysis. This involves noise reduction, contrast enhancement, and image binarization. The second algorithm focuses on potential Tag plate region extraction. It employs various picture handling procedures to identify and isolate the regions of the image that are likely to contain the Tag plate. The third algorithm is tasked with the verification of these potential tag districts. It utilizes a blend of mathematical properties and spatial relationships to confirm whether the extracted regions indeed contain a Tag plate. The fourth algorithm handles character segmentation. It separates the individual characters on the tag, setting them up for the following phase of the interaction.

The fifth algorithm is responsible for character recognition. It uses Optical Character Recognition (OCR) techniques to identify the characters on the tag. The final algorithm is the post-processing stage. It validates the results from the previous stages and formats them for further use or display. Each of these algorithms plays a crucial role in the LPR system, and their successful implementation ensures the system's effectiveness. By understanding the function and importance of each algorithm, we can appreciate the complexity and sophistication of modern LPR systems. This research aims to delve into the intricate workings of these algorithms, shedding light on their interplay in creating an efficient and reliable Tag Plate Recognition system. The ultimate goal is to enhance the understanding and development of LPR systems, contributing to advancements in the Transport Framework (ITS) and Electronic Cost Assortment (ECA) domains.

3. TAG LIMITATION

The initial phase in the Tag Plate Recognition system involves capturing the image of the vehicle. The system then isolates the vehicle's number plate for character segmentation. This plate confinement calculation is intended to amalgamate morphological activities delicate to explicit shapes in the input picture with ideal limit esteem, empowering the exact area of the tag.

This algorithm successfully localizes a significant percentage of Tag plates, demonstrating its effectiveness. However, the diversity in vehicle designs and Tag plate placements can introduce complexities to the algorithm's task of determining what piece of a vehicle is a permit plate. Hence, the calculation is intended to avoid other portions of the vehicle like mirrors, headlights, guards, and so forth. By and large, the calculations look for mathematical states of rectangular extents. Yet, considering that a vehicle can have different rectangular articles, extra calculations are required to approve that the recognized item is for sure a tag. To accomplish this, key parts of the calculation search for qualities demonstrative of a tag. The calculation looks for a uniform foundation tone and difference to separate items on a vehicle. As vehicles are moving objects, their speed rate should be figured into the calculation's plan. Because the image of a Tag plate can be skewed in an angular direction and be affected by changes in light, this speed adds complexity. The algorithm's design takes into account the dynamic nature of vehicles. It is built to handle the challenges posed by moving vehicles, such as changes in angle, light, and speed. The algorithm's robustness is tested against these variables to ensure its effectiveness in real-world scenarios. The algorithm's ability to accurately identify and isolate Tag plates in various conditions is a testament to its sophistication and reliability. Furthermore, the algorithm is designed to be adaptable. It can handle a wide range of vehicle designs and Tag plate placements, making it versatile and applicable in diverse scenarios. This adaptability is crucial in ensuring the algorithm's effectiveness across different vehicle types and environments. In conclusion, the Tag Plate Recognition system's success hinges on the robustness and adaptability of its algorithms. These algorithms are designed to handle the complexities and variables of real-world scenarios, ensuring the system's effectiveness and reliability. This research paper delves into the intricate workings of these algorithms, shedding light on their interplay in creating an efficient and reliable Tag Plate Recognition system. A definitive objective is to upgrade the comprehension and improvement of LPR frameworks, adding to headways in the Savvy Transport Framework (ITS) and Electronic Cost Assortment (And so forth) areas.

Fig.1: Tag Plate sizing sequence

4. TAG MEASURING AND DIRECTION

Certain elements of the algorithms are explicitly engineered to compensate for the rakish slant of the tag picture. These components meticulously sample the skewed image, rectify the distortion, and proportionally resize the image to an optimal dimension. This process ensures that the Tag plate image is correctly aligned and resized for subsequent processing, thereby augmenting the precision of the Tag Plate Recognition system. The capability to adjust for angular skew is a vital feature of the system, empowering it to effectively manage real-world scenarios where Tag plates are not always captured directly or under perfect lighting conditions. This robustness significantly bolsters the system's overall performance and reliability. Moreover, the algorithm's design incorporates a sophisticated image sampling technique that accurately captures the skewed image. This technique is crucial in ensuring that the image is correctly sampled, regardless of the angle at which the Tag plate is captured. The algorithm then applies a distortion correction process, which adjusts the image to correct any distortions caused by the skew. This process is critical in ensuring that the Tag plate image is accurately represented, regardless of the capture angle. Following the distortion correction, the algorithm proportionally resizes the image to an optimal size. This resizing process is carefully calibrated to maintain the integrity of the Tag plate image, ensuring that no critical information is lost during the resizing process. The resized image is then ready for further processing, such as character segmentation and recognition. The ability to adjust for angular skew is a testament to the system's adaptability and resilience. It demonstrates the system's capacity to handle a wide range of real-world scenarios, from Tag plates captured at odd angles to those captured under less than ideal lighting conditions. This adaptability is a key factor in the system's overall performance and reliability, contributing significantly to its effectiveness in practical applications. In conclusion, the Tag Plate Recognition system's robustness and reliability are largely due to its ability to adjust for angular skew. This feature, combined with the system's sophisticated image sampling, distortion correction, and proportional resizing techniques, ensures that the system can accurately and efficiently recognize Tag plates in a wide range of real-world scenarios. This research paper aims to delve deeper into these aspects of the system, shedding light on their interplay and contribution to the system's overall effectiveness. The ultimate objective is to improve our comprehension of Tag Plate Recognition systems and contribute to their ongoing advancement in the Intelligent Transport System (ITS) and ETC domains.

5. CHARACTERS SEGMENTATION

Character segmentation is indeed a crucial component in the Tag Acknowledgment framework. The process of segmenting characters from a Tag plate involves a series of steps, each contributing significantly to the overall performance of character segmentation. The initial step in this process is preprocessing, which involves identifying the type of Tag plate. In India, there are primarily two types of Tag plates. The first type features black characters set against a yellow background, while the second type consists of black characters on a white background.

Once the type of Tag plate is determined, the color image of the Tag plate is converted into a grayscale image. This transformation simplifies the subsequent processes, enhancing the efficiency and accuracy of the LPR system. The conversion to grayscale is a critical step as it reduces the complexity of the image, making it easier for the system to process and analyze. It eliminates the color information, leaving only the intensity of the pixels, which is sufficient for character recognition. Following the grayscale transformation, the framework applies different picture handling strategies to additional upgrade the picture. These methods might incorporate sound decrease, contrast upgrade, and edge recognition, all of which help to get to the next level the clearness and meaningfulness of the characters on the tag. The subsequent stage in the process is character division. This includes isolating the singular characters on the permit plate from each other and from the background. This is a challenging task due to the variability in character sizes, fonts, and spacing, as well as the presence of noise and other distortions in the image. However, advanced algorithms and techniques have been developed to effectively segment characters even under these challenging conditions. By following these steps, the LPR system can effectively segment characters from Tag plates, regardless of their type or color scheme. This robust approach ensures the system's reliability and adaptability, making it suitable for real-world applications. The ability to accurately segment characters from a wide variety of Tag plates is a testament to the sophistication and effectiveness of the LPR system. It demonstrates the system's capacity to handle a wide range of scenarios and conditions, contributing significantly to its overall performance and reliability. In conclusion, character segmentation is a critical component of the Tag Plate Recognition system. Its effectiveness is largely dependent on the robustness of the preprocessing and segmentation algorithms, as well as the quality of the input images. Ongoing research in this field is focused on improving these aspects of the system, with the ultimate goal of enhancing the accuracy and efficiency of Tag plate recognition. This research paper aims to delve deeper into these aspects of the system, shedding light on their interplay and contribution to the system's overall effectiveness. The ultimate goal is to enhance our understanding of Tag Plate Recognition systems and contribute to their ongoing development and improvement in Smart Vehicle Framework (ITS) and Electronic Cost Assortment (ECA).

Fig.2. Character segmentation

A specific study employs the Redcolor algorithm approach [5]. This method involves scanning for pixels in the image that are yellow or close to yellow in value. During this cycle, red pixels are doled out a worth of 1, while any remaining pixels are doled out a worth of 0. This binary representation simplifies the image, reducing it to essential elements that can be more easily processed. Following this, the identified image undergoes a transformation into a binary format. This transformation is a critical step in the process, as it converts the complex color image into a simpler binary image. This binary image retains the essential information needed for Tag plate recognition while discarding unnecessary details. The binary format is particularly suited for subsequent template matching procedures, as it simplifies the comparison process and reduces computational complexity. The format matching technique is a critical part of the Tag Acknowledgment framework. It involves comparing the binary image of the Tag plate with a set of predefined templates. These templates represent the possible characters that can appear on a Tag plate. By comparing the binary image with these templates, the framework can recognize the characters on the tag. This Red color algorithm approach allows for efficient and accurate recognition of Tag plates. It simplifies the image processing task by reducing the color image to a binary format, making it easier for the system to identify and identify the characters on the Tag. This approach also enhances the system's performance by reducing computational complexity and improving processing speed. Moreover, this approach contributes significantly to the overall effectiveness of the Tag Plate Recognition system. By employing a robust and efficient algorithm for Tag plate recognition, the system can accurately identify Tag plates in a variety of conditions and scenarios. This adaptability and accuracy make the system a valuable tool in the Transport Framework (ITS) and Electronic Cost Assortment (ECA) domains. In conclusion, the Redcolor algorithm approach is a powerful method for Tag plate recognition. Its ability to efficiently process images and accurately recognize Tag plates makes it a crucial component of the Tag Plate Recognition system. This research paper aims to delve deeper into this approach, shedding light on its workings and contributions to the system's overall effectiveness. The ultimate goal is to enhance our understanding of Tag Plate Recognition systems and contribute to their ongoing development and improvement in the Transport Framework (ITS) and Electronic Cost Assortment (ECA) domains.

6. NORMALIZATION

The calculation for directing the difference and splendor of the caught tag picture assumes a pivotal part in the Permit Plate Acknowledgment framework. This algorithm is designed to optimize the quality of the captured image, enhancing the visibility of the Tag plate and the legibility of its characters. The algorithm works by adjusting the contrast and brightness levels of the image, thereby improving the overall clarity and readability of the Tag plate. The first step in this process is to analyze the original image to determine its current contrast and brightness levels. This involves calculating the average pixel intensity of the image, which serves as a measure of its overall brightness. The contrast level, on the other hand, is determined by analyzing the distribution of pixel intensities in the image. Once the current contrast and brightness levels are determined, the algorithm then calculates the optimal levels for these parameters. This is done by comparing the current levels with a set of predefined optimal levels. The optimal levels are chosen based on empirical studies and are designed to maximize the visibility and legibility of the Tag plate characters. The algorithm then adjusts the contrast and brightness levels of the image to match the calculated optimal levels.

This involves modifying the pixel intensities of the image in a way that increases the contrast and brightness to the desired levels. The result is an enhanced image with improved visibility and legibility of the Tag plate characters. This contrast and brightness regulation algorithm is a important component of the LPR system. It ensures that the system can accurately recognize Tag plates even under varying lighting conditions and image qualities. By optimizing the contrast and brightness levels of the captured image, the algorithm enhances the overall performance and reliability of the LPR system.

Fig.3. Character normalization

7. OPTICAL CHARACTER RECOGNITION (OCR)

The process of character recognition is a critical step in the Tag Plate Recognition system. It involves the identification of individual alphanumeric characters on a Tag plate. The algorithms employed in this process are designed to search for characters that share the same color and are equidistant, with comparative textual style designs to isolate each character. This sequence of characters typically exhibits a uniform set of characteristics, regardless of the Tag plate type, making it a reliable feature for recognition. Character Segmentation is the step that isolates each letter or number on the Tag plate. This isolation is achieved through a series of image processing techniques, including edge detection, thresholding, and morphological operations. These techniques work together to separate the characters from the background and from each other, preparing them for the next stage of the process.

Once the characters are segmented, they are then processed by Optical Character Recognition (OCR) algorithms. OCR is an innovation that changes over various kinds of records, for example, examined paper records, PDF documents, or pictures caught by a computerized camera, into editable and accessible information. In the context of LPR, OCR is used to convert the segmented characters into alphanumeric text entries. This step essentially translates the visual data captured in the image into a format that can be easily processed and analyzed. It transforms the image data into a form that is compatible with the digital systems used for access records and electronic billing preparation. This conversion is a critical aspect of the LPR system, as it enables the system to interface with other digital systems and databases. This approach forms the core of the Tag Plate Recognition system, enabling it to accurately identify and process Tag plate data. By changing over the visual information into a computerized design, the framework can effectively process and examine the information, making it reasonable for a great many applications in the Shrewd Transport Framework (ITS) and Electronic Cost Assortment (ECA). In conclusion, process of character segmentation and the subsequent application of OCR algorithms are critical components of the Tag Plate Recognition system. Their effective implementation ensures the system's accuracy and reliability, making it a valuable tool in the ITS and ETC domains. This research paper aims to delve deeper into these aspects of the system, shedding light on their interplay and contribution to the system's overall effectiveness. The ultimate goal is to enhance our understanding of Tag Plate Recognition systems and contribute to their ongoing development and improvement in the Shrewd Transport Framework (ITS) and Electronic Cost Assortment (ECA).

Fig.4. Optical character recognition process

8. SYNTACTICAL/GEOMETRICAL ANALYSIS

The Tag Plate Recognition system employs a meticulously designed algorithm to validate alphanumeric information and its arrangement based on a specific set of rules. These algorithms function in a sequential manner, executing instructions within milliseconds. The successful execution of each algorithm is a prerequisite for the operation of the subsequent algorithms. This sequential operation ensures the system's efficiency and accuracy, allowing it to process complex Tag plate data in real-time. he Tag Plate Recognition system's overall performance depends on these algorithms' design and implementation. Each algorithm is designed with a specific task in mind, and they work together in a coordinated manner to achieve the system's objectives. The algorithms are optimized for speed and accuracy, ensuring that the system can process Tag plate data quickly and accurately. The first algorithm in the sequence is responsible for image preprocessing. This involves enhancing the image quality and converting the image into a format that is suitable for further processing. The next algorithm is responsible for Tag plate detection.

It uses advanced image processing techniques to locate the Tag plate in the Picture. Once the Tag plate is detected, the next algorithm segments the Tag plate into individual Tag characters. This involves separating the characters from each other and from the background, preparing them for recognition. The character recognition algorithm then identifies each character, converting the visual data into alphanumeric text. The final algorithm in the sequence is responsible for validating the recognized characters. It checks the arrangement and validity of the characters based on a specific set of rules. This ensures that the recognized Tag plate number is valid and correctly formatted. In conclusion, the sequential operation of these algorithms is what makes the Tag Plate Recognition system efficient and accurate.

Fig.5. Syntactical analysis

9. METHODOLOGY

The system under discussion is a complex assembly of several sub-systems, each playing a crucial role in the overall functionality. These sub-frameworks incorporate a 'FULL' show framework, picture securing and plate number acknowledgment, an auto heading framework, and an auto installment framework. Each of these sub-systems is designed to perform a specific function, and together they form a comprehensive and efficient Tag Plate Recognition system. Initially, data from ultrasonic sensors installed in each parking space is gathered. These sensors provide real-time information about the availability of parking spaces in the area. This data is crucial for managing the parking space efficiently and providing accurate information to the drivers. Concurrently, an image of the car is captured at the entrance for analysis. During this phase, the entry time and Tag plate reference number are recorded. This information is stored for future transactions, forming a crucial part of the electronic billing system. Subsequently, the image captured by the camera hardware components is analyzed, primarily using Matlab. Matlab, a undeniable level programming language and climate for mathematical calculation, visualization, and programming, provides a robust platform for image analysis. The car's image is scrutinized to identify its Tag plate numbers. This information is stored for future reference and is used to calculate the parking fees when the car exits. In addition to image analysis, data from the ultrasonic probes of each parking space is computed to determine the number of free parking spaces. This information is crucial for managing the parking space and providing accurate information to the drivers. The 'FULL' sign is displayed through an LCD display when all the parking spaces are occupied. Other information, such as the accumulated fees based on a specific parking rate, is also displayed on the LCD. The auto parking system also includes an auto direction system. This system guides drivers to the nearest available parking space, improving the efficiency of the parking process. All these displays are outputs from MATLAB programming, demonstrating the versatility and power of MATLAB in managing complex systems. Besides, the auto stopping framework requires interface and the executive's frameworks to work with correspondence with drivers furthermore, framework designers. At first, the hindrance door is figured out how to open when the principal program procures the tag reference and records it. After a specific postponement, the hindrance door closes once more, guaranteeing the smooth progression of traffic into the stopping region. All outputs that do not require physical interactions are managed by LCD displays. However, for software development and calculations, a desktop computer is used. System developers and maintenance personnel would need to use the desktop computer to manage the systems. This setup ensures that the system can be easily maintained and updated as needed. Finally, comprehensive content and organizational editing are required before formatting. Attention to detail is crucial during this phase, as any errors in spelling or grammar can detract from the overall quality of the research paper. Proofreading is an essential step in the writing process, ensuring that the final paper is polished, professional, and free of errors. In conclusion, the Tag Plate Recognition system is a complex assembly of several sub-systems, each playing a crucial role in the overall functionality. The system's effectiveness is largely dependent on the robustness of these sub-systems and their ability to work together seamlessly. This research paper aims to delve deeper into these sub-systems, shedding light on their interplay and contribution to the system's overall effectiveness. The ultimate goal is to enhance our understanding of Tag Plate Recognition systems and contribute to their ongoing development and improvement in the Transport Framework (ITS) and Electronic Cost Assortment (ECA) domains.

10. SCOPE AND LIMITATIONS

Tag plates, with their variations in color, size, and type across different countries, necessitate the application of distinct algorithms for different types of number plates. For instance, the method used for Indian number plates is based on morphological algorithms and connected components analysis. This method encompasses six important stages: RGB to binary conversion, image filtration, analysis and dilation, and the extraction of the accurate location of the Tag plate and character recognition. While this method is specifically designed for Indian number plates, it exhibits a level of adaptability that allows it to handle Tag plates from other countries, particularly those using Latin characters. This adaptability is a testament to the robustness and versatility of the algorithm, demonstrating its potential for broader applications.

ISSN: 2393-9842
https://www.irjcs.com/archives

11. ACQUISITION OF IMAGES AND RECOGNITION OF PLATE NUMBERS

The Tag Plate Recognition system is a complex assembly of several sub-systems, each playing a crucial role in the overall functionality.

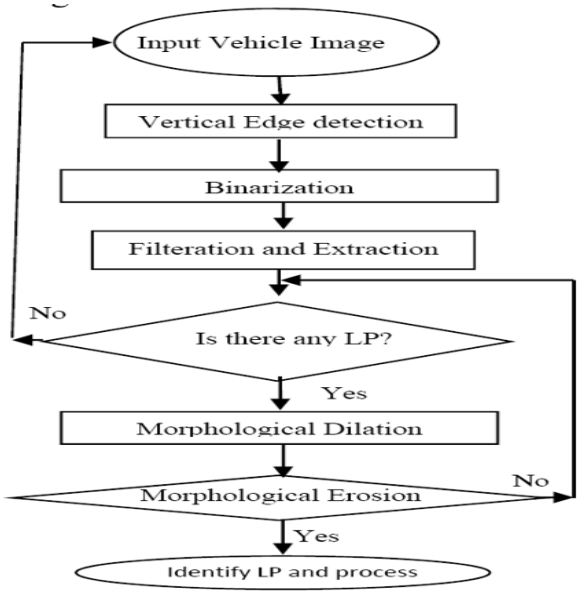

Fig.6. Tag plate recognition flowchart

RGB to Binary Conversion, Image Filtration, Analysis and Dilation, Accurate Tag Plate Location, Character Recognition, Performance Measure, and Autocorrelation are among these subsystems.

- **RGB to Binary Conversion**: The initial step in the LPR system involves converting the image, initially captured in RGB format by the CCD camera, into grayscale. This conversion enhances processing speed due to the reduced memory usage of grayscale images. The image is then resized to dimensions of 800x600 pixels to standardize the input for subsequent processes. Following this, the grayscale image is transformed into a binary image, where each pixel is digitally represented as either 1 or 0. This binary representation simplifies the image, reducing it to essential elements that can be more easily processed.
- **Image Filtration**: This stage includes allocating an whole number to each associated part in the picture, going from 1 to the absolute number of nearby parts. The width and level of each marked associated part are determined, and each determined associated part is contrasted with the referred to width and level. Only the connected parts with heights that are less than or equal to Tmax_h and more than Tmin_h are kept. Any remaining articles are taken out. Because of this, the image that comes out of this process only has the number plate and a few other objects that are about the same size as the number plate. The region of each excess associated object is then, at that point, determined utilizing associated parts strategies. The items that fall inside the reference regions are held for additional handling.
- **Analysis and Dilation**: The subsequent picture goes through an enlargement (morphological) activity. Enlargement adds pixels to the limits of articles in an picture, joining close items utilizing a construction component esteem equivalent to 8 pixels from the reproduced picture. This cycle assists with upgrading the deceivability of the tag and the decipherability of its characters
- **Accurate Location of Tag Plate**: If only one object remains in the image, the system assumes that the object is the plate. If more than one object remains, all objects too close to the border are eliminated. This process ensures that the system accurately identifies the Tag plate, regardless of its location in the image.
- **Character Recognition**: To perceive plate numbers, each character is broke down. This includes binarization of the perceived tag, division of each character, and format matching to perceive permit plate numbers.
- **Performance Measure**: Part heads distinguish the various parts of the paper and are not topically subordinate to one another. Acknowledgments and References, for which the appropriate style is "Heading 5," are examples. Figure inscription" is utilized for Figure inscriptions, and "table head" for table titles. Disagreement heads, for example, "Unique", require the utilization of a style (for this situation, italic) notwithstanding. The style given by the drop-down menu to separate the head from the text.
- **Autocorrelation**: This measures how close two images are to one another. The coefficient esteems ranges from - 1 to +1, where a worth of +1 demonstrates that the two pictures are profoundly related and exceptionally near one another. Autocorrelation is one of a few techniques used to perceive the characters, alongside Mean Square Error, and Primary Likeness File (SSI). These methodologies add to the heartiness also, exactness of the Tag Acknowledgment framework.

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- There are several methods to recognize the characters, including autocorrelation, Mean Square Error, and Structural Similarity Index (SSI). These approaches contribute to the robustness and accuracy of the Tag Plate Recognition system.

$$r = \frac{\sum_m \sum_n (A_{mn} - \bar{A})(B_{mn} - \bar{B})}{\sqrt{\left(\sum_m \sum_n (A_{mn} - \bar{A})^2\right)\left(\sum_m \sum_n (B_{mn} - \bar{B})^2\right)}} \quad (1)$$

where A= mean2 (A), and B = mean2 (B) Takes the average of all the pixels in an image and calculates the square difference between two images. A picture is ideal generation of unique picture will have a MSE of nothing, while a picture that varies significantly from the first picture will have a huge MSE.

8. Mean Square Error:

$$MSE = \frac{1}{MN} \sum_{Y=1}^{M} \sum_{X=1}^{M} \left| P_{(x,y)} - Q_{(x,y)} \right|^2 \quad (2)$$

Where M, N are the component of the picture, pixel of the first picture and Q(x, y) is the relating p (x, y) is a pixel from the remade picture.

9. Structural Similarity Index: Any distortion is modeled by the universal quality index as the result of a combination of three factors: (a) deficiency of relationship, (b) luminance twisting and (c) contrast contortion.

SSI = □_1, +1□ (□)

The best worth 1 is accomplished if and provided that the two pictures are comparative and - 1 in the event that the pictures are profoundly not comparative

12. PROPOSED ALGORITHM FOR CHARACTER RECOGNITION

The development of the Tag Plate Recognition system involves the creation of two databases for streamlined processes. The recognition process is bifurcated into two distinct methodologies, each specifically tailored for letters and numbers. Characters are manually cropped and binarized to simplify the image data. Each character is represented by four images, captured under varying conditions such as front view, slanted angle, different weather conditions like sunny or rainy days, or characters with noise. This approach ensures that the system can accurately recognize characters under a wide range of conditions. The Mean Square Error (MSE) approach is used to calculate the mean value of these four images, providing a single representative value for each character. The 'Full' Show Framework is a pivotal part of the LPR framework. A LCD show is used to exhibit the working standard of the hindrance door access. If the 'FULL' sign is shown, the framework won't handle the vehicle picture, and the obstruction door won't work. This feature gives drivers real-time information and ensures that parking spaces are managed effectively. Also, information obtained from ultrasonic sensors in each parking spot is determined to decide the quantity of free parking spots. This ongoing information is vital for dealing with the parking spot productively and giving precise data to the drivers. The Structural Similarity Index is another critical component of the LPR system. The Widespread Quality List models any twisting as a mix of three unmistakable elements: (a) deficiency of relationship, (b) luminance twisting, and (c) contrast mutilation. As per condition 3, the ideal worth is 1.This index provides a quantitative measure of the image quality, ensuring that the system can accurately recognize Tag plates even under varying image qualities. In conclusion, the Tag Plate Recognition system is a complex assembly of several sub-systems, each playing a crucial role in the overall functionality. The system's effectiveness is largely dependent on the accuracy and reliability of its algorithms, as well as the quality of the captured car images. Ongoing research in this field is focused on improving these aspects of the system, with the ultimate goal of enhancing transportation safety and mobility, and facilitating efficient electronic toll collection and car parking payment systems.

13. ELECTRONICS PAYMENT SYSTEM

As previously elaborated, this comprehensive system provides dual functionality: number plate recognition and electronic parking bill generation. Upon passage, the vehicle ends before the passage boundary, where its presence is recognized by a decisively set circle sensor. This sensor sets off the camera to catch a picture of the vehicle. The Tag Acknowledgment (LPR) module then strides in to examine the caught picture to perceive the number plate. The caught picture, perceived number, and section record (counting passage date and time) are put away in a secure data set for later estimation of the stopping expense. The entry barrier opens at this point, allowing the vehicle to enter and park. One more circle sensor situated after the boundary guarantees its conclusion, keeping up with the security and respectability of the stopping region. The section station communicates with the circle sensors and programmed obstructions, making a consistent and effective framework. At the point when the vehicle moves toward the leave corner, it stops before the hindrance, and its presence is recognized by another circle sensor. This sensor sets off the catch of an image and the perusing of the tag by the LPR module. The LPR module matches the perceived vehicle number with its own record for the passage time of that specific vehicle. The system calculates and displays the owed parking fee when the records for the exit and the entry are matched. This computation depends on the span of the stopping and the predefined stopping rates. Endless supply of the exchange, the leave obstruction opens, and the vehicle withdraws. For controlling barriers, an additional loop sensor is implemented. This sensor ensures that the barrier remains closed until a vehicle is detected, enhancing the security of the parking area.

This system represents a seamless integration of technology and infrastructure, enhancing the efficiency and convenience of parking management. It combines advanced image processing techniques with robust hardware components to create a reliable and efficient parking management system. The system's ability to accurately recognize Tag plates and calculate parking fees in real-time makes it a valuable tool in the Transport Framework (ITS) and Electronic Cost Assortment (ECA) domains. In conclusion, the development of effective Tag plate recognition algorithms requires a deep understanding of the variations in Tag plate formats across different countries. While the method used for Indian number plates has proven effective, it also highlights the challenges and limitations involved in this task. This research paper aims to delve deeper into these challenges, shedding light on the complexities involved in Tag plate recognition and contributing to the ongoing development of more robust and versatile algorithms.

14. RESULT

Thusly, the auto stopping framework is prepared to do perceiving plate numbers, showing accessible stopping spaces, and giving a stopping direction framework. A Matlab GUI that serves as an interface for drivers and users is the result of this study. The aftereffects of the number plate acknowledgment are introduced in Tables I, II, and III, and the charging window is portrayed in Fig. To assess the framework's presentation, three approaches have been recently talked about. A presentation examination has been led to recognize the most reasonable approach for the person acknowledgment calculation. This investigation assumes a pivotal part in improving the framework's presentation and guaranteeing its unwavering quality and precision in true applications.

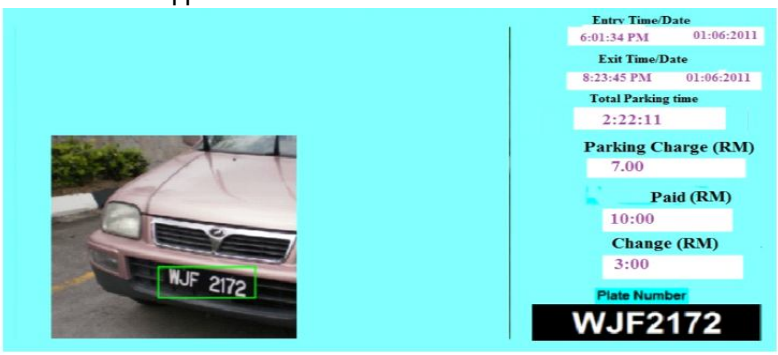

Fig.7. Matlab GUI based car parking electronic billing window

The Table .I. below shows the analysis.

TABLE I: Execution Examination For MSE, AUTO CORRELATION & SSI APPROACHES

Approach	Total Character	Recognize Characters	Not recognized Characters	Accuracy	False Positive Rate
MSE	339	324	15	95.6%	4.4%
Autocorr	339	317	22	93.5%	6.5%
SSI	339	308	31	90.9%	9.1%

As MSE approach shows the most noteworthy precision, it is picked as the methodology for characters acknowledgment.

TABLE II: LPR Detection Using a Camera in the Middle of the Lane

No.of Detection	Correct Detection	Error Detection	Success %
95	90	5	94.7
95	89	6	93.7%
95	84	11	88.4%
95	88	7	92.6%

TABLE III: LPR Identification WHEN CAMERA Area IN THE ONE SIDE OF THE Lane

No.of Detection	Correct Detection	Error Detection	Success %
80	71	9	88.8
80	70	10	87.5
80	72	8	90.0
80	71	9	88.8

15. CONCLUSION

This paper effectively presents the advancement of a programmed stopping framework furnished with tag acknowledgment, parking area status following, a direction stopping framework, and an electronic charging framework. The developed algorithms for Tag Plate Localization and Recognition perform well enough to be considered acceptable. These created calculations can precisely confine and perceive tags in different areas. The presentation of the electronic charging framework is additionally acceptable and is suggested for business use. This exhaustive frame work addresses a critical headway in the field of robotized stopping the executives.

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