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[1] S. Srinivasan
[2] M.S. Vinmathi
[3] S.N. Sivaraj
[4] A. Karthikayen
[5] C. Alakesan
[6] M. Preetha

A Novel Approach Integrating IoT and WSN with Predictive Modeling and Optimization for Enhancing Efficiency and Sustainability in Smart Cities

Abstract: - The development of smart city solutions is necessary for traffic management and environmental sustainability to meet the challenges of global urbanization. Based on this idea, the paper presents a new way to amalgamate IoT and Wireless Sensor Networks with predictive modeling and optimization methods for use in smart city management. To this end, we have installed traffic sensors (infrared, ultrasonic) and environmental sensors (air quality, humidity, gas) at strategic points throughout the city where they can collect real-time data on traffic and pollution. Then, this data is used together with machine learning models such as ANN (Artificial Neural Network), DT or Decision Trees, KNN (K-Nearest Neighbors), and RF or Random Forests. In practical terms, it is through iterative training processes that our models have achieved ever greater accuracy over time. Now they can actually learn and adapt to changing urban dynamics. The holistic solution of this approach pertains to informed decision-making in smart city infrastructure management. Urban stakeholders can make data-driven decisions by leveraging advanced sensor technologies and machine learning algorithms to deal with traffic congestion, reduce pollution and enhance the quality of life for smart cities. Urban planners, policymakers and technologists working on smart city solutions to improve urban mobility and environmental quality will all be interested in the outcomes of this study.

Keywords: Smart cities, IoT, Wireless Sensor Networks, Predictive modeling, Sustainability.

I. INTRODUCTION

Smart city development is an urban development paradigm that makes use of advanced technologies to address urban environments currently facing the complexities of these modern times. With rapid urban expansion simultaneously pulling in people and population, the cities of the world are experiencing problems such as traffic jams, air pollution, energy consumption and resource depletion. As a result, smart city initiatives seek to improve their infrastructure and public services by making use of ICTs to transmit information quickly while also promoting environment protection [1]–[5]. The task at hand is integrating the Internet of Things (IoT) and Wireless Sensor Networks (WSN) directly into the urban infrastructure, so that real-time data is constantly being monitored, collected and analyzed across different sectors. By combining the technologies, smart cities collect large volumes of information on environmental conditions, infrastructure usage rates, and citizen behaviors; this diverse range offers Alliance members an opportunity to acquire helpful advice for policy-making and allocating resources [6]–[11].

[1] *Corresponding author: Professor, Department of Biomedical Engineering, Saveetha School of Engineering, Saveetha Institute of Medical and Technical Sciences, Saveetha University, Saveetha Nagar, Thandalam, Chennai-602105. Email: srinivasan.me.03@gmail.com, ORCID: 0000-0002-9066-1907

[2] Professor, Department of CSE, Panimalar Engineering College, Nazarethpet, Chennai. Email: vinmathis@gmail.com, ORCID: 0000-0002-6433-9156

[3] Assistant Professor – III, Department of Electronics and Instrumentation Engineering, Velammal Engineering College, Chennai, Tamil Nadu, India. Email: sivarajsn@gmail.com, ORCID: 0000-0002-9965-1975

[4] Professor, Department of Electronics and Communication Engineering, Sri Sai Institute of Technology and Science, Rayachoty, 516 270, Annamaya District, Andhrapradesh, India. Email: akarthi_mathi@yahoo.co.in, ORCID: 0000-0003-4279-0808

[5] Department of ECE, Shree Venkateshwara Hi-Tech Engineering College, Gobichettipalayam, Erode, Tamilnadu, India 638455. Email: alakesh.ece08@gmail.com, ORCID: 0009-0002-5487-0899

[6] Professor & Head, Department of Computer Science and Engineering, Prince Shri Venkateshwara Padmavathy Engineering College, Chennai. Email: preetha.m.cse@psvpec.in, ORCID: 0000-0001-8483-9871

In recent years the idea of smart cities has been gaining ground due to the progress made in information and communications technology; at the same time people have been increasingly aware of the importance of environmentally sound urban development. The literature review showed that a great many studies concern integrating the IoT with WSN technologies for smarter city projects. There is a particular emphasis on how these technologies can improve efficiency and sustainability in urban areas of all kinds, not just traffic management problems [12], [13].

Traffic management is one of the key areas of focus for smart city research. It is more than just a nuisance, traffic jams cost loss of productivity and long travel time. It also gives off pollution that contaminates the environment and emits greenhouse gases into air. To tackle this problem, researchers are starting to experiment with IoT-based traffic monitoring systems. In these systems, sensors such as infrared or ultrasonic probes work together to offer real-time readings of traffic flow. The intensity and density of vehicles may be increasing in one lane, while decreasing in another. Urban planners can optimize traffic light signal timing, enforce dynamic re-routing strategies that seek to mitigate congestion employing alternatives to vehicular traffic, and study this kind information in an effort to makes decisions about transportation such as buses [14], [15].

In addition to the reduction of traffic, and environmental sustainability is becoming a major concern for smart cities. Air pollution, as the main culprit, is attributable to quite a lot of respiratory infections only for city living; and even cardiovascular disorders. By launching networks of sensors capable of monitoring pollutants like particulate matter (PM) and nitrogen dioxide (NO2) over urban areas, scientists have also developed IOT-based air quality monitoring systems. These systems supply real-time air quality information to decision-makers for precise interventions including emission controls, the planting of trees in cities, and public health campaigns to offset pollution's adverse impacts on human health as well as on nature at large [16]–[18].

Moreover, the combination of IoT with WSN technologies could contribute greatly to making energy use more efficient and conserving resources in a smart city. For example, smart grid technologies utilize IoT sensors and meters to observe energy consumption rates, identify problems and address them. Moreover, smart grids allow cities to incorporate renewable energy sources, energy storage systems, and demand-side management strategies-all of which make the grid more resilient than ever before [19]–[21].

In addition, with smart cities springing up around the world, the deployment of IoT devices and sensor networks has broadened citizens' possibilities to participate directly in their own governance. Citizens can use mobile apps, online platforms and social media to access real-time data of the urban state, to report problems, or even form cooperatives with the local government for resolving urban ills. This model of bottom-up urban governance encourages citizens to participate in making the future of their city. In doing so it promotes a sense of responsibility, greater awareness and a higher order of resilience at the level of the community/people [22], [23].

In conclusion, by incorporating such IoT and WSN technologies into smart cities we are seeing pioneering prospects for remaking urban landscapes in more sustainable and resilient ways that people can live with. Smart cities, using data-driven information and participatory methodologies, can answer present-day urban problems in housing, the environment, and health. They can make life better and they can build communities that are inclusive, equitable and friendly to the environment, for future generations.

II. SMART CITIES

Indeed, Smart cities' advent, intimately related to the urban landscape. It has largely been triggered by the inexorable advance of technological innovation and the necessity to find solutions for urbanization's myriad complications. Smart cities extend a concept of urban environments and society characterized by interdependence, efficiency, sustainability Achieving a high level of happiness for citizens through employing advanced technologies while at the same time maximising resources and minimising environmental damage. The crux of the city's prosperity lies in transportation systems and environmental quality. Mostly, traffic jams and air pollution call attention to urgent problems that lie immediately ahead in the smart city development context. Traffic congestion now exists in just about every major city worldwide, imposing heavy economic costs from money lost due to time-consuming trips and greater fuel use. At the same time, it also brings social and environmental problems such as noise and greenhouse gas emissions, and stress levels that are through the atmosphere.

Moreover, poor air quality - with high levels of particulate matter in the air - as well as nitrogen oxides and volatile organic compounds--stunts respiratory system growth, increases the incidence of respiratory diseases and causes a wide array of environmental problems from acid rain to ozone depletion. And the deleterious effects of air pollution upon public health and the environment stress the pressing need to monitor and reduce pollution levels within cities. Against this backdrop, the need for comprehensive systems that continuously assess traffic congestion and pollution levels in urban areas is strikingly apparent. Monitoring systems such as these are indispensable for making evidence-based decisions and for exposing traffic bottlenecks, sources of pollution and environmental dangers within an urban environment. These monitoring systems, leveraging the power of new technologies such as IoT sensor networks, predictive modeling and optimization algorithms, raise the capacities of urban planners and policy makers to formulate specific and effective measures to relieve traffic congestion, improve air quality, and create smarter and more sustainable locations.

III. METHODOLOGY

The study has as its starting point the intention to develop a highly focused IoT system that can thoroughly monitor both traffic jams and pollution. It will do so in a selected urban area, rerouting vehicles away from bottlenecks all the while. The initial architecture of the system incorporates numerous sensors positioned throughout the city. Quite notably, systems of traffic sensors will be employed including infrared, ultrasonic and perhaps magnetic sensors. These sensors are used in combination to capture real-time data pertaining to vehicle movement and density, as well as flow patterns. They work together perfectly complementing each other to provide an exact picture of drives traffic congestion. This awareness of the situation helps in detecting where vehicle density grows and with it lessens one of the main problems of traffic congestion. With the hope of drawing useful conclusions about the overall environmental quality, a set of comparable Environmental Sensors such as air quality sensors and humidity sensors is also deployed. These sensors take measurements of air pollution levels, humidity, and harmful gases on an actually minute-by-minute basis. Only by seamlessly integrating sensor technologies such as these can one open the door to continuous and thorough monitoring of air pollution levels or traffic congestion in a given setting. Not only can such ongoing monitoring help us pinpoint congested intersections and high-pollution areas in real time. Ultimately, continuous monitoring serves not just to promptly identify areas of congestion or increased pollution, but also to lay the groundwork for proactive and preventative measures designed to alleviate or prevent these issues. The development and deployment of this IoT system ultimately represents our most cutting edge toward smarter, more sustainable urban areas, in which technology finds the optimal harmony between people and nature.

3.1 Working of the developed WSN

The study introduces Wi-Fi technology as a primary element in transferring data as well as cloud-based store it all at once. The main component of this Wi-Fi-based wireless sensor network (WSN) infrastructure enables sensor data to be wirelessly transmitted from the field to cloud storage, from where it can in turn be better analyzed and processed. This turns into useful information for optimizing traffic flows and lowering environmental pollution levels in smart cities where such monitoring is done. Figure 1 shows the architecture of the proposed research.

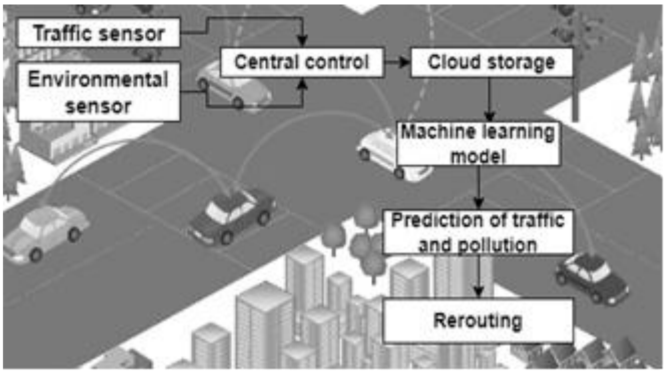

Figure 1. Working of the Proposed System

Infrared sensors, ultrasonic sensors and air quality sensors are examples of traffic sensors mounted in cities. In addition to collecting real-time data on traffic conditions, air quality, and environmental quality, these sensors are strategically placed in urban areas. They capture the data that is essential for decision-making processes in relation to traffic management and pollution-reduction initiatives.

The accumulated sensor data is sent back Wi-Fi to the central controller where it is stored in real-time and evaluated. In handling data that flows in from many sensors, the central controller is like a hub. It is capable of identifying traffic congestion points, pollution sources, and environmental threats. The advantage of Wi-Fi technology is that data is delivered quickly and accurately to the central controller. This will enable all the stakeholders to better understand urban dynamics and decide how traffic flow can be improved. It will also allow for them to decide how to deal with the environment. Once the controller processes the sensor data, it is sent to the cloud-based servers for storage and further analysis. Wi-Fi lets data go easily from the controller to the cloud. And there, it is available to be monitored, reported to or used for decision-making purposes by stakeholders depending upon their needs. Cloud storage offers a scale-able and secure way to store vast quantities of sensor data for long periods of time. This enables long-term storage and historical analysis to find patterns in time trends.

By integrating Wi-Fi technology into WSN infrastructure, data transmission and storage processes can become more efficient and effective. This makes it possible for stakeholders to access real-time sensor data or obtain some practical tips for improving traffic control while reducing pollution in smart cities. Has to be replaced later so, it is very useful.

3.2 Machine Learning Approach

In addition to the system that networks for monitoring conditions, machine learning (ML) models get traffic signals, and air pollution levels within city limits. These ML models use data from a variety of sensors strewn across the urban network that have been pre-trained with standard datasets. By taking sensor readings as input, such traffic pattern algorithms direct flows in a strategy to avoid bottlenecks. This helps them cope with the critical points and minimize pollution levels at certain sites.

To do this, ML models such as Artificial Neural Networks (ANN), K-Nearest Neighbors (KNN), Decision Trees (DT), and Random Forests (RF) integrate sensor data. Having been trained, each model knows the signs--they recognize patterns and links in the sensor data. That way--based on current conditions--they can decide intelligently how to reroute traffic. After receiving sensor readings, the ML models use the trends and fluctuations of the data to identify areas where congestion is rising or pollution levels are increase. This kind of analysis facilitates the model's creation of rerouting recommendations that are geared towards reducing traffic jamming and environmental impact simultaneously.

In addition, the sensor is being continuously monitored by the ML models in both the original traffic routes and the rerouted areas. If the sensor readings in the rerouted areas decrease significantly, it shows that traffic is better, pollution is less; our AI-powered models may even suggest eliminating rerouting measures in order to avoid unnecessary disturbances. The decision-making process is rooted in the ML models' ability to detect patterns and to predict the outcomes of rerouting. But by observing the increasing or decreasing nature of sensor readings over time, the models can test how well their suggestions are working and modify strategies accordingly. For example, ANN models employ duly interlinked layers of nodes to analyze sensor data and initially make predictions based pure on they notice. KNN models classify data points according to their proximity to current data samples, DT models are models that recursively partition the feature space into separate areas. Contrarily, the predictions from several decision trees are then combined to form RF models that are better in accuracy and robustness.

3.3 Machine Learning Models

In order to increase traffic flow and limit urban pollution, researchers have drawn on machine-learning (ML) models. With data analysis and predictive modeling, stakeholders can make higher quality decisions to prevent clogging and smog. This study examines the use of ML models for processing real-time sensor data to produce even more efficiently and sustainable cities by allowing vehicles to detour around them.

Artificial Neural Network (ANN) takes the biological structure and functions of the human mind as a basic research paradigm. ANNs, under this general framework, are trained with historical sensor data to find patterns in these data, and such as looking for even faint correlations which events are in fact signs of traffic or smog. ANNs run deep learning into the sensor data, so we see-traffic can be routed away from places where the traffic line builds up and pollutants collect. With this, we can go from historical sensor and remote sensing data to make real-time judgments and establish a framework for creating more efficient, sustainable cities.

The K-Nearest Neighbors (KNN) model can be widely used in smart transportation and environmental planning in the city. KNN follows a proximity-based approach to classify sensor data, based on how similar it is to data already in existence. KNN models trained on historical sensor readings can predictive stinkers of traffic jams. Rerouting traffic patterns is one way that KNN models exploit this simplicity to reduce their environmental impacts. Using this expertise, traffic requirements can be rerouted and environmental destruction can be curtailed. So flexible and straightforward, it's hard to imagine an ITS without KNN.

According to the Decision Trees (DT), traffic congestion is recognized as an important economic problem. This idea had been successful in the study of traffic flow control and pollution sources. These trees divide the feature space recursively, with decision rules being derived from historical sensor data. Thus, DT models take account of information from sensors and suggest ways to divert traffic and reduce pollution. With DT models, the motivations behind the personalized recommendations made by stakeholders are clear. And transparency and informed decision-making can be improved. However, using DT models enables stakeholders to adapt better to any traffic jams while making the best use of their car journeys around town. As a result, our grandchildren will suffer less than they might from member health problems due to carbon dioxide.

Random Forests (RF) serve as a powerful ensemble learning technique for optimizing both traffic management and pollution reduction strategies in smart cities. RF models accumulate predictions from many decision trees; thereby, they are able to increase the accuracy and robustness of sensor data analysis. In these new RF models, sensors no longer monitor anything at all, thus pollution can generally be held at bay. By allowing strategies to be changed while urban and rural communities continue to grow--and adapting to new sensor networks--RF models make a difference. People can then make decisions informed by RF models and optimize traffic flow, reduce congestion, and lower pollution levels, thereby promoting sustainable urban development and improving people's quality of life.

IV. RESULT AND DISCUSSION

In one street, the system proposed here, uses 12 sensors that are positioned in various locations just as shown in the schematic. There are two routes, R1 as well R2 for you to get from A to B. When the ML model determines traffic congestions and pollution levels re-routing becomes necessary on R2 path wise. These sensors' data was collected and transmitted to both the controller and server. Finally, 3200 readings for each sensor along with the manually assigned output data of sullying are collected in a dataset. After that, they train various ML models on 70% of their data, reserving the remaining 30% for other purposes. This extensive process of data compilation and training serves as the basis for the ML model's ability to predict and reroute traffic on the basis of real-time sensor information, promoting the efficiency and sustainability of city traffic systems.

Sensor readings collected at hourly intervals from morning to afternoon are shown in Table 1. These readings showed the sensors observed data-- for example, traffic flow (infrared and ultrasonic sensors), air quality, humidity levels, and gas concentrations. This data provides a wealth of information about the weather, giving stakeholders a picture of traffic flow and pollution content as well as its changes from morning to night. Data like this can help them decide how to go about their tasks--for example, traffic management measures or dealing with environmental problems in metropolitan zones.

Table 1. Sensor Readings

Time	Infrared Sensor	Ultrasonic Sensor	Air Quality Sensor	Humidity Sensor	Gas Sensor
8:00 AM	120	25	30	50	0.02
9:00 AM	140	28	32	52	0.03
10:00 AM	160	30	35	55	0.04
11:00 AM	180	32	38	58	0.05
12:00 PM	200	35	40	60	0.06
1:00 PM	180	32	38	58	0.05
2:00 PM	160	30	35	55	0.04
3:00 PM	140	28	32	52	0.03
4:00 PM	120	25	30	50	0.02

After rigorous training, all ML models' performances were put to the test. A highly accurate ANN came out on top. It had a precision rate of 97.6% in predicting response. Slightly less accurate but still not bad were Decision

Trees (DT) with a 92.3% accuracy rating. Both K-Nearest Neighbors (K) and Random Forests (RF) received 88.97% and 85.76% respectively. Thus, in a model environment, the ability to predict responses by sensor data in spatio-temporal patterns is particularly strong for Artificial Neural Networks. They are more powerful than any other type of Machine Learning. How well these particular tuned ML models do on sensor data to predict rerouting bids in a Smart City is our concern. The performance of classification models is dependent on key metrics such as precision, recall, F1-score, and accuracy as shown in figure 2.

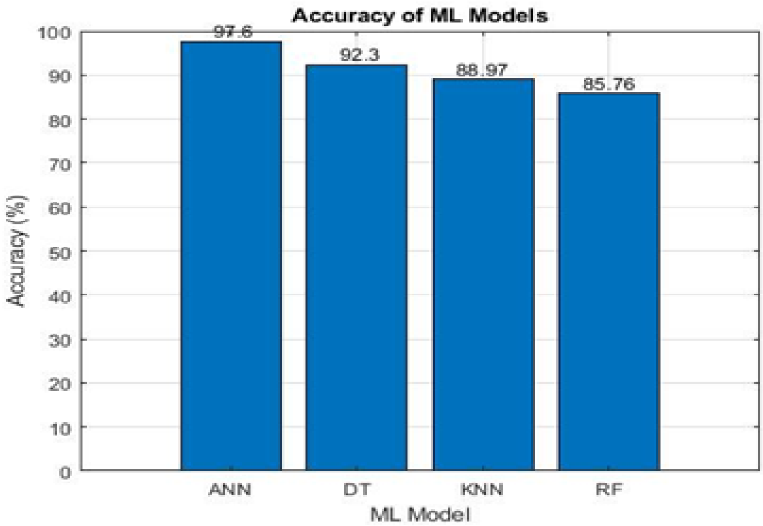

Figure 2. Accuracy of Each Model

In machine learning, precision is the percentage of correctly predicted positives among all the predictions. High precision suggests the model identifies many relevant cases correctly. Seen in this light, model ML precision results (ANN 0.95%, DT 0.92%, KNN 0.88% and RF 0.85%) suggest that these four models can make rerouting decisions with few false positive instances.

Recall, or sensitivity, is a measure of the fraction of positive instances given in the dataset which are correctly identified by the model. If the recall rate is high, the model is effectively capturing many accurate relevant examples. For the models 0.96 recalls are achieved by ANN, and 0.94 by DT; KNN scored 0.89; RF had 0.87 recalls. This suggests some degree of sensitivity in the models' ability to uncover traffic bottlenecks and pollution blackspots alike. On the other hand, it supports the recall of traffic jams symptoms and air pollution symptoms in terms of recall.

The F1-score, a function of both sensitivity and positive predictive value that summarizes performance, is a good indicator of how well your model is doing. It considers both the true positives and false negatives and gives a comprehensive assessment of classification accuracy. We can infer from F1 values: these models, with an F1-like balanced recall and precision rate, are robust. Thus, they can reliably recommend rerouting decisions.

Accuracy is a measure of how well the model does overall and it removes bias from the results of a classifier by incorporating both positive and negative instances. The accuracy values (0.97 for ANN, 0.923 for DT, 0.8897 for KNN and 0.8576 for RF) are slightly lower than the previous group. After all, many classes are prone to error by a model one always makes mistakes. This high degree of accuracy on so many classes tells us that they can indeed be helpful tools for improving traffic flow and fighting pollution in cities.

Each ML model has its classification performance are documented in a confusion matrix as shown in figure 4.

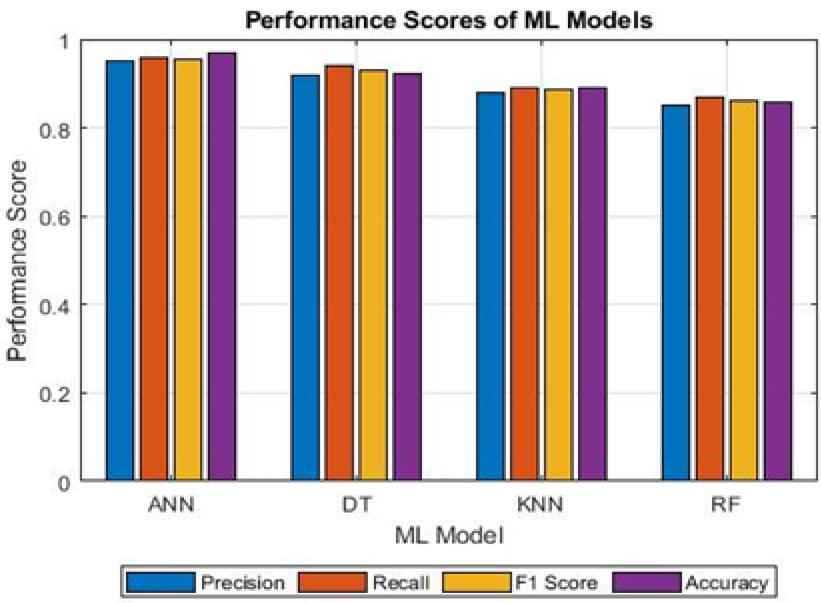

Figure 3. Performance Score of Each Model

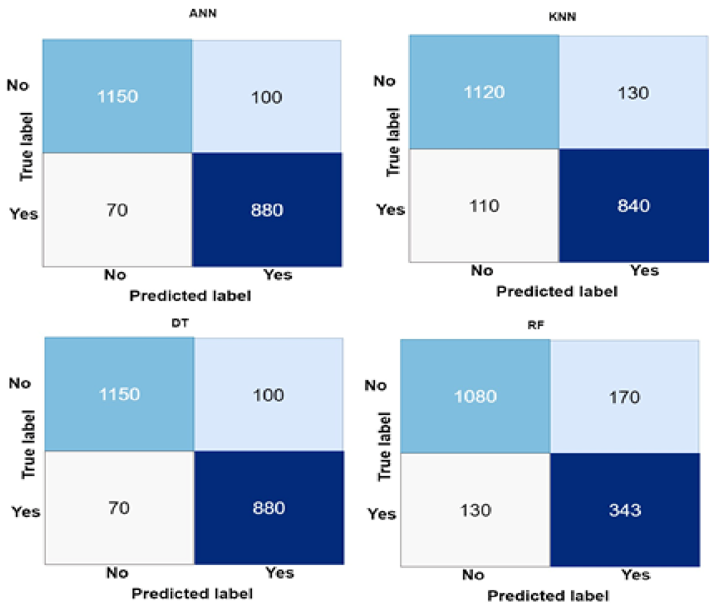

Figure 4. Confusion Matrix

In the case of the Want to be a pioneer for artificial neural network (ANN), for example, there are 1200 instances correctly classified as negative (indicating absence of traffic congestion or pollution) and 930 instances classified as positive. Then there are also misclassifications: for example, 50 of those 120 instances of missed predictions were negative in reality but predicted positively by the model; while 20 times it identified them within our scope yet was dead wrong. This matrix is important in assessing how well the model can make confident predictions.

Accuracy results were obtained to represent a machine learning model's percentage of correct predictions when trained through multiple epochs. The result is shown in figure 5. Higher accuracy values reflect a larger proportion of the models' predictions that are correct. From these results we can infer how well the models learned from the training data to make specific predictions about issues such as traffic control in smart city environments. Accuracy increasing from epoch to epoch means that a model has the ability to adapt and improve its forecasting capabilities over time through repeated training cycles. This accuracy results are necessary for the evaluation of various machine-learning algorithms against they are programmed to accomplish.

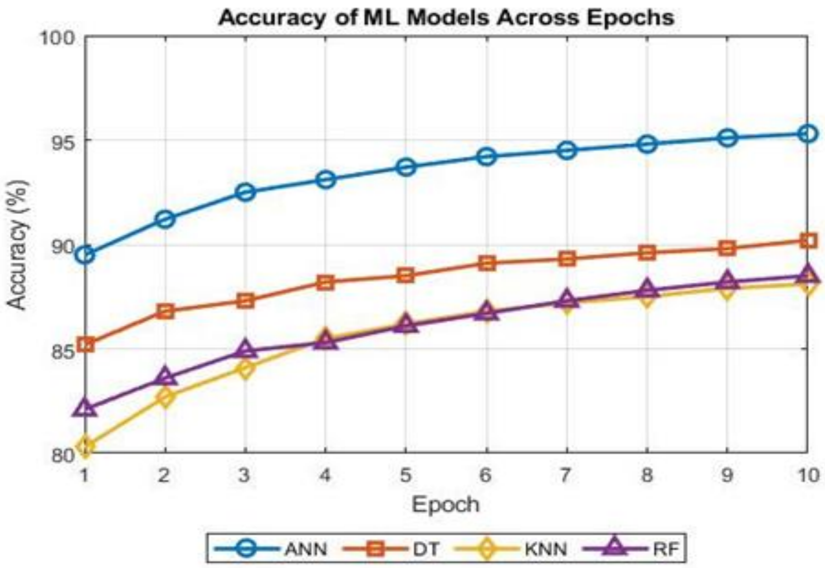

Figure 5. Accuracy of each model

Loss factors generated from test data are indicative of the error during training across multiple epochs in different machine learning models (Fig. 6). Lower loss factors mean that error is less compared with previous predictions. Thus, the models are also more accurate. Loss basically means an increase in error. In general the loss factors decrease as epochs progress, indicating that models have learned information from the training data and can make more accurate predictions. They could serve as the most critical index of model convergence and the optimization method's effectiveness in reducing critical parameters and enhancing task performance, such as managing traffic jams or lowering air pollution levels.

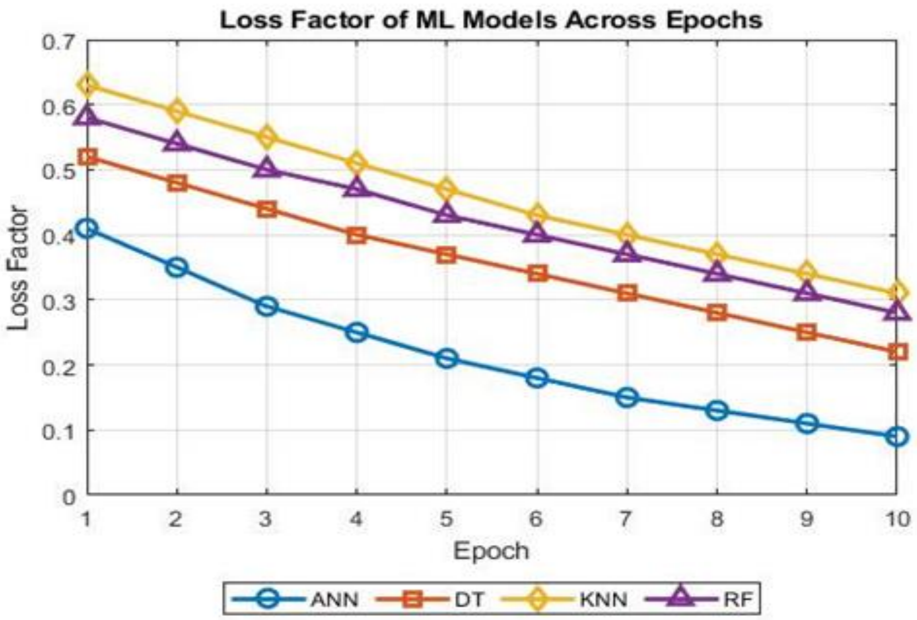

Figure 6. Loss factor of Each Model

In summary, we propose a novel method which integrates Internet of Things (IoT) and Wireless Sensor Networks (WSN) with predictive simulation and optimization into the bubbling stew of data. At the same time, it becomes possible to use different sensors such as traffic sensors (infrared or ultrasonic) or environmental sensors (air quality, humidity, gas). And a variety of machine learning tools including Artificial Neural Network, Decision Trees, K-Nearest Neighbors, and Random Forests enables the system to accurately detect conflicts, congestion, and pollution levels. Over all epochs, the results indicate large accuracy improvements, which suggest models that can adapt and learn while performing better at the same time. In summary, the proposed method offers a veritable elixir for intelligent management of urban infrastructure, thereby making our cities ever more livable and sustainable.

V. CONCLUSION

In summary, our research has shown a fresh method that brings together the Internet of Things (IoT) and Wireless Sensor Networks (WSN) through prediction models and optimization, so making intelligent cities more efficient and sustainable. It uses all kinds of sensors such as traffic sensors (infrared and ultrasonic), environmental sensors to measure air quality, humidity and gas. The system is therefore capable of monitoring effectively for traffic congestion and pollution. The results revealed significant accuracy improvements in multiple epochs, indicating that the model can learn and improve over time. As a whole, we think this new method is highly popular for smart city management informed by the idea of making cities more liveable and sustainable.

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