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## Health Profile of Traffic Policemen in Nashik (Maharashtra)

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### Abstract:

Rapid industrialization and urbanization are two prominent phenomena in developing countries that have generated health problems. Although many geographers and planners have time and again expressed their concern regarding problems of health created by such situation; their impact on status of health in urban areas still remains a neglected sphere of investigation. Urbanization has brought with it host of problem which remained unexplored. Some of the major problems with increasing population relate to industrialization, increasing number of migrants, high mobility, pollution of all types, traffic and many more. The Traffic problem is a concern to all of us. The traffic pattern or the mobility of the city dwellers is the important aspect of the urban scene. It is still more important for those who manage and control it. It is daily scene that a traffic policeman on duty controlling the never ending traffic, people moving in all directions, all the day long. The hard working condition puts him in a vulnerable position. He is exposed to pollution and stress for 8-10 hours a day; that has thus an adverse effect on health. Such adverse effects on health have been a common concern for all medical professionals; social scientists and geographers being no exception. The two complementary issues of geography viz., pollution of all types and health problems associated with environment need probing from time to time. Thus, the present study is aimed at identifying how the health of traffic policemen is affected by working environment and indicates health hazards which are the result of their working conditions.

**Keywords:** High traffic, urban life, health hazards, pollution.

### Introduction:

The important aspects of urban life of traffic and their controllers have been much neglected by the researchers. Therefore hardly any reference is found regarding such studies, like 10% of the people such as traffic constables and pavement vendors suffered from incurable noise induced hearing loss in metropolitan city due to their exposure to traffic noise. Motor vehicles are the main source of Carbon Monoxide (CO) in Indian cities. The gas decreases the capacity of the blood to carry oxygen from the lungs to the tissues. Constant and prolonged inhalation of CO in dense traffic areas poses a serious risk to people with cardiovascular problems. In this research paper we try to understanding the problem of traffic policemen and are sufficiently the suggestions because Nashik has six difference police branch. Out of them police traffic one of the most important branch.

**Objectives:**

This study comprises two main objectives.

1. To study the health status of traffic Policemen.
2. To probe the relation between work condition, exposure, age and degree of suffering of various health problems.

**Methodology:**

There are 150 traffic personnel in the traffic department of the city police force ranging from the ACP to the constable. A random sample of 10 traffic points obtained in such a way that it covered varied working conditions and exposure to different with respect to their health problems and expectations from the authorities.

**Study Area:**

Nasik, which is also spelled and pronounced as Nashik, is a city in northwest Maharashtra, India. It is located at a distance of about 160 km from Mumbai and 210 km from Pune. The city is the administrative headquarters of Nasik district and has been nicknamed as the "Wine Capital of India". The Nasik city has a total area of 264.23 sq km. It is the third most industrialized city in Maharashtra after Mumbai and Pune. The city is situated at an elevation of 600m and the River Godavari flows through various parts of the city. The city is the third largest urban area of Maharashtra after Mumbai Metropolitan Region and the Pune. The city has a semi-arid climate with hot summers from March to mid-June, Monsoon Season from June to September and mild, dry winters from November to February. Occasional cold waves can dip temperatures. However increase in temperature and decrease in rainfall is noticed in recent years due to industrialization and hasty deforestation. The city is however a better city to live in as it is one of the least polluted cities in Maharashtra. As per the 2011 Census of India, Nasik has a population of 14,86,973 inhabitants. Out of which 54% are Males and 46% are females. The city has an average literacy rate of 74%. Over the years, Nasik has grown both in population and area, so the nearby villages and towns have been included in the Nasik Urban Agglomeration. The names of these places are: Deolali Cantonment, Nasik Road, Eklahare, Mhasrul, PimpalgaonBahula, Adgaon, Makhmalabad, Upnagar and Someshwar. Nasik has notable structures of historical importance scattered all over. The city is a famous religious destination for Hindus in India. It hosts one of the largest religious gatherings in the world known as the KumbhMela. It is celebrated once in twelve years. There are many temples in Nasik that the devotees and tourist would like to visit, There are plenty other tourist attractions and important places to see in Nasik. The Pandavleni Caves, Museum of Numismatics, Dudhsagar Fall, etc are some of the popular places in Nasik. Nasik is well linked with National Highway Number 3 to Mumbai and National Highway Number 50. These two major highways are connected with other roads in the city. The city is well connected with other states and cities by numerous state highways. The Maharashtra State Road Transport Corporation and private bus operators operates regular bus services to various villages, towns and cities around Nasik. Taxi and cab services are also easily available in the city. The Nasik Road Railway Station is about 11 km from the city center. Commuters can reach Nasik easily from major cities in the state and country. Daily Intercity Superfast Express Trains connects Mumbai with Nasik. There are two airports in Nasik. The Ghandinagar Airport is a Flying school but handles domestic flights and the Ozar Airport is a defiance airport with no commercial flight authorization.

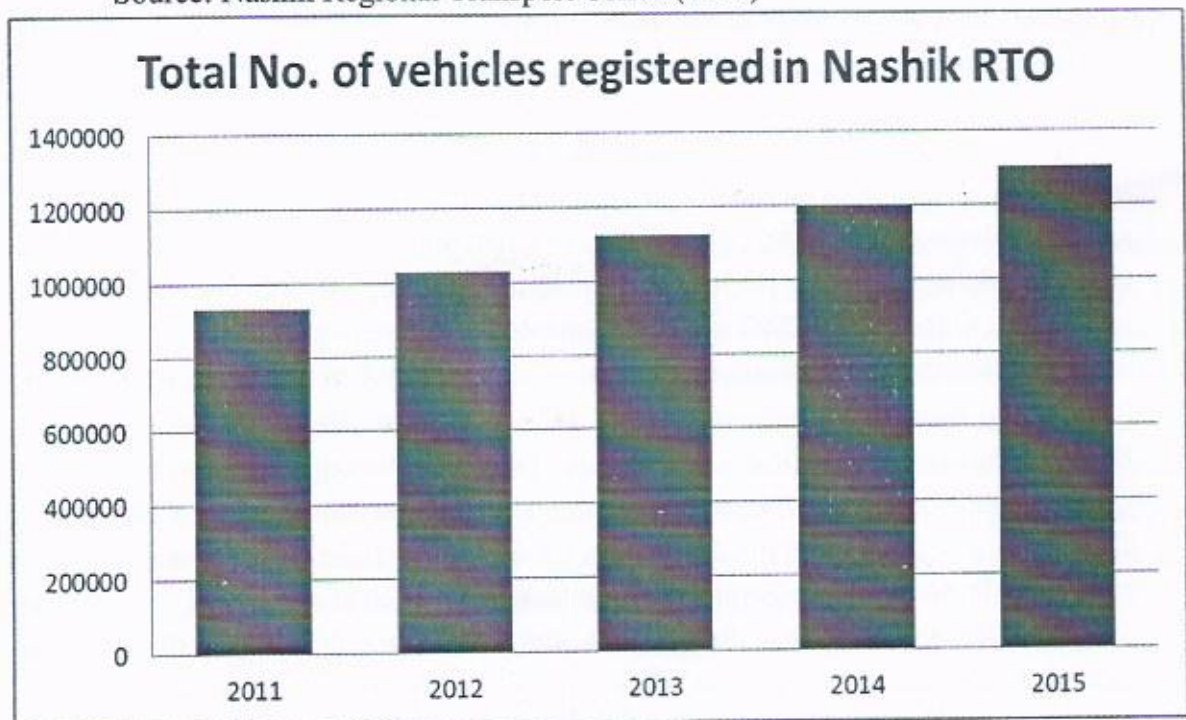
### Industrial city:

Nashik is an industrial city this resulted in fast development of Nashik into an urban area. The activities became more intensive with urban spread in all direction to accommodate more and more people each year. Like any other developing urban area, Nashik two faces many problems amongst them traffic is also major problem. The structure traffic flow at Nashik has some strange peculiarities-Traffic from all near and far areas tend to flow through certain fix routes only and there are no alternatives. This makes situation worse for everybody-the public, the police and the city; overall on all fronts including health

The following table shows the increasing number of vehicles and change in population  
Number of vehicles Registered in Nashik

Year	Number of vehicles Registered
2011	933454
2012	1030332
2013	1127224
2014	1202953
2015	1304063

Source: Nashik Regional Transport Office (RTO)



The Nashik region comprises 10 talukas under the Nashik RTO, with the exception of Malegaon, Nandgaon, Satana and Deola. These talukas are under the Malegaon RTO for over three years. Official of the Nashik city traffic department said that a huge chunk of the total vehicle population is in the city itself, which has increased the burden on the city's infrastructure. At any given point of time, there are around 9 to 10 lakh vehicles in the city, along with over lakh vehicles entering the city from outside, as people visit Nashik for religious and educational purposes daily. Further, with two national and state highways - Mumbai-Agra highway and Nashik-Pune highway - and major roads like Peth Road, Saputara Road and Aurangabad Road passing through the city, which also has a strong industrial presence, the number of vehicles on all the roads is huge. RTO officials said the total population of vehicles in 2011 was 9,33,454. In 2012, it increased to 10,30,332, which was a

7. 60% of the respondents get headache frequently during summer towards the end of their duty hours.
8. Almost all 25 respondents have the common problem of burning sensation and watering in their eyes.
9. Ear problem is reported by advanced age group respondents.
10. About 40% respondents have asthmatic problems.
11. Gastro- intestinal problems are quite common especially with higher age group.
12. 12% respondents take anti depressant.
13. 60% respondents feel that medical services are poor and unsatisfactory in the organization
14. Majority of them (64%) go to private practitioners.

#### Correlation:

1. Positive correlation (0.5) was found between age and back pain
2. Poor correlation (0.1) was found between age and neck problem.
3. Stiffness in upper limb and exposure has a strong correlation (0.7)
4. There is a strong correlation (0.6) between knee problem and age.
5. Gastro – intestinal problem shows strong correlation (0.6) with age and (0.7) with exposure
6. Skin problem and exposure have no significant correlation(0.01)

Thus, from the above statements it can be concluded that most of the problems can be attributed to life style and work nature. These included exposure to air and noise pollution, longer working hours, lack of proper rest, irregular food habits, lack of sanitation facilities like toilets and potable water at work place. Job satisfaction with reference to remuneration, promotion system, interpersonal relations, work load, working conditions have been quite poor-that leads to psychosomatic disorders too.



#### Suggestions:

1. Traffic rules should be followed strictly by the public in general and awareness regarding the traffic rules and safety should be made more effective.
2. Strict implementation of laws should be emphasized.
3. Maintenance of vehicles especially government and public transport is necessary to minimize pollution.
4. Measures like PUC, Lead free petrol should be encouraged and followed.
5. The vehicles should be so designed by the manufacturers which are more eco-friendly.
6. Traffic signals must be more mechanized. They may be designed to be monitored properly and effectively from a distant control room.
7. A glass cabin can be provided to traffic policemen who may help to minimize his exposure to pollution.
8. Proper parking spaces should be provided and created by the Municipal Corporation.
9. An efficient public transport system is badly needed in Nashik.
10. The funds collected by fines from the No parking Zone should be utilize for the betterment and development programs of the people in the force at Nashik itself.

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rise of 10.38%. In 2013, it increased to 11,27,224, a rise of 9.40%. However, the last three quarters of the 2013-14 financial year has shown a .52% in the newly registered vehicles, compared to the corresponding period in 2012-13. According to the RTO records, there were 72,944 newly registered vehicles between April 1 and December 31 in 2012. During the same period in 2013, the number went up to 73,326, a growth of only 0.52%. The growth is marginal in new registrations of motorcycles, cars and tractors, among other vehicles."In the first three quarters of 2012-13, number of two wheelers registered was 53,929 while in 2013-14 during the same period, 55,325 were registered, a rise of 2%. Cars have shown a rise of 6%, with 9,304 new cars registered in the first three quarters of 2013-14 as against 8,723 during the same period in 2012-13. The only tangible increase was seen in the number of school buses. During the first three quarters of the last fiscal year, 38 new school buses were registered. During the same period this fiscal, 79 new buses were registered. The region has been witnessing a steady growth in the number of vehicles over the years, as is evident from the figures provided by the Nashik Regional Transport Office (RTO) - it registered a growth of 8.41% in vehicle population in the first half of the financial year as compared to the corresponding period last year. Comparing the figures of this year to the last, senior officials said that in the first half of 2014, the RTO had registered 12,02,953 vehicles. And in the year 2015, as many as 13,04,063 vehicles were registered, bringing up the percentage to 8.41%. The rising number of vehicles is adding burden to the infrastructure of the city.

### Analyses:

The information collected was then analyzed as:

1. Primary information collected was translated in the form of frequency distribution tables.
2. Correlation has been computed to determine with age and exposure.

### Findings and Conclusions:

#### Background

1. The entire respondent is traffic police constables.
2. 20% traffic policemen stay in government quarters, a very few (32%) have houses of their own. But majority of them (48%) stay in two rooms rented houses having petty facilities like drinking water, electricity etc. similar to an urban slum area.
3. Their experience varies from 5-30 years.
4. Their age varies between 25-52 years.
5. Working hours on an average are 8-10 hours.

#### Health Problems

1. Back pain has been common problem with the respondents above 35 years age group
2. About 32% respondents in all age group suffer from neck related problem. Neck movement causes discomfort.
3. The respondents above 8 years of exposure suffer from shoulder infirmity.
4. All respondents had the same complaint that the movement of hand causes pain towards the last few hours of their duty.
5. Knee pain was reported by higher age group of the respondents.
6. 32% of the respondents get common cold and cough very frequently. Higher exposure group reported to have breathlessness during coughing. Two of the respondents had chronic chest problems.



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