



ISSN: 2395-7476  
IJHS 2017; 3(3): 103-105  
© 2017 IJHS  
www.homesciencejournal.com  
Received: 24-07-2017  
Accepted: 25-08-2017

**Deepti Gangwar**  
Student, M.Sc of Human  
Development and Family  
Studies, School for Home Science  
student, Babashab Bhimrao  
Ambedkar University (A Central  
University), Lucknow, Uttar  
Pradesh, India

**Dr. UV Kiran**  
Assistant Professor of Human  
Development & Family Studies,  
School for Home-Sciences,  
Babashab Bhimrao Ambedkar  
University (A Central  
University), Lucknow, Uttar  
Pradesh, India

**Correspondence**  
**Deepti Gangwar**  
Student, M.Sc of Human  
Development and Family  
Studies, School for Home Science  
student, Babashab Bhimrao  
Ambedkar University (A Central  
University), Lucknow, Uttar  
Pradesh, India

## Quality of life among traffic police

Deepti Gangwar and Dr. UV Kiran

### Abstract

Occupational environment plays a major role on the health of the exposed. The health hazards get more severe when the duration of exposure increases. Traffic police personnel are more exposed to various health hazards and their nature of duty has more bearing on their deteriorating health. The objective of the present study is to assess the quality of life of traffic police. For the present research, random sampling technique was adopted. One hundred and twenty traffic police were selected for the study from Lucknow city. World Health Organization quality of life questionnaire (WHOQOL) was used to measure Quality of life of traffic police. The sample of the study include majority 69 traffic police who has less than 10 years of job experience and 97 traffic police works between 10- 14 hours. Four domains were studied i.e physical health, psychological health, social relationship and environmental health. It is noted that social relationship is most affected followed by physical, psychological and environment health.

**Keywords:** Quality of life, Socio- demographic profile, Traffic police

### 1. Introduction

Occupational health risks and hazards due to polluted environment have become a serious public health concern where there is unplanned urbanization. Pollution due to road traffic is a serious health hazard and thus the persons like traffic police who are continuously exposed may be at an increased risk. The traffic police have to undergo physical strain in an environment polluted by fumes, exhaust of vehicles, use of blowing horns, emission from nearby brick factories, and blow of dust in the air by a speeding vehicle.

The World Health Organization defined quality of life (QOL) as: "the individual's perception of his/her position in life in the context of the culture and value system in which he/she lives and in relation to his/her goals, expectations, standards and concerns". Quality of Life (QOL) is a broad concept incorporating the person's physical health, psychological state, level of independence, social relationships, personal beliefs and their relationship to salient features of the environment.

Since occupation is a major determinant of health, traffic police personnel face multiple occupational hazards. They are continuously exposed to vehicular emissions and work in a noisy and polluted environment.

Occupational environment plays a major role on the health of the exposed. The health hazards get more severe when the duration of exposure increases. Traffic police personnel are more exposed to various health hazards. But their nature of duty has more bearing on their deteriorating health. Some of the risks cannot be avoided by these personnel but can boost up their health through proper health management. By inculcating health primitive behaviours among traffic police personnel, can be improved their quality of life. Health promotion is the process of enabling people to increase control over, and to improve their health (Priyaranjani and Sheela 2015).

### 2. Review of literature

Phadke *et al* (2015)<sup>[4]</sup> conducted a study on "Health Promotion at Work Site for Traffic Police. Worksite health promotion is a strategy to improve the health and well-being of people at work. A convenience sampling technique was used in this cross- sectional study to select 60 traffic policemen from across Navi Mumbai. Feedback generated after the workshop with help of Questionnaire. Likert's scale was used to determine the score of each question. Results the comprehensive feedback score was highly positive.

Almale *et al*, (2015) <sup>[1]</sup> conducted a study on “Health profile of Mumbai police personnel: A cross sectional study”. This study investigates health profile of Mumbai police. A multistage and systematic random sampling technique was used to represent a total of 276 policemen out of 40,000 police population. This study reported that 40-50 age group are predominant among policemen. Maximum policemen were married (91%). Educational qualification in policemen were secondary (36.2%), higher secondary (48.6%), graduation and above (15.2%). In our study 55% were addicted to nicotine, alcohol abuse in 26% policemen. Most of the policemen were complaining of musculoskeletal problems (62.7%), gastrointestinal problem (51.8%), and dental problems (41%). Prevalence of hypertension was 42.4%. Forty eight percentage policemen were pre obese while 20% obese in this study.

Phadke and Gupta (2014) <sup>[3]</sup> conducted a study on “Application of WHOQOL-BREF in Measuring Quality of Life in Traffic Police”. This work investigates Quality of Life among traffic police in Navi Mumbai, India. A community based cross-sectional survey study was conducted among 269 traffic police in Navi Mumbai, India. Data on QOL was assessed by WHOQOL-BREF. From the data it appears that, Traffic Police has good quality of life and satisfactory health. Environmental domain is affected most. The most affected components in environmental domain are their physical environment and time for leisure activities.

Patil *et al*, (2014) <sup>[5]</sup> conducted a study on “global review of studies on traffic police with special focus on environmental health effects”. The broad objectives of the present study are to explore the impact of occupational health hazards on the health of traffic police personnel. Published research papers on traffic police reporting occupational health issues were accessed and reviewed. Attempts were made to access papers that reported negative associations in order to present a balanced review. The majority of the studies have reported a decrease lung function and increased respiratory morbidity. The research on the cytogenetic abnormalities or genotoxic

effect of vehicular emissions arising due to long-term exposure to benzene and other polyaromatic hydrocarbons has provided conflicting results, since more or less equal number of studies have given evidence for and against the causal association between vehicular pollution and its carcinogenic effect. Multiple studies have concluded that traffic police are highly stressed. A number of occupational factors have been attributed to stress among traffic police. Occupational health studies help us to understand the effects of vehicular pollution and its adverse influence on workers. They also provide opportunity for defined exposure measurements and precise risk assessment. The findings from these studies are easily generalizable and can help us understand the impact of air pollution on the general population.

**3. Methodology**

Past researchers, majorly focused on the physical health and stress related aspects, among traffic police and very few have concentrated on their quality of life. Hence the present research was taken up to assess the quality of life of traffic police according to their job experience with a sample of one hundred twenty traffic police.

The study was conducted in Lucknow district which is purposively selected to conduct the study, as it is the capital city and largely inhabited. Sampling technique adopted in the present study is simple random sampling. Information was collected through interview method. Quality of life scale developed by World Health Organization also known as (WHOQOL-BREF) The WHOQOL-BREF contains a total of 26 questions. The WHOQOL-BREF produces scores relating to particular facets of quality of life (e.g. positive feelings, social support, financial resources), scores relating to larger domains (e.g. physical, psychological, social relationships, environment) and a score relating to overall quality of life and general health. The data was coded, tabulated and analyzed using PAS software. Anova test was used to interpret results.

**4. Results and discussion**

**Table 1:** Socio- demographic profile of traffic police.

Sr. No.	Socio-demographic profile	Category	Frequency N120 (100%)
1.	Age (in years)	20-29	38 (31.7%)
		30-39	46 (38.3%)
		40-49	29 (24.2%)
		50-59	7 (5.8%)
2.	Job experience (in years)	<10	69 (57.5%)
		10-15	20 (16.7%)
		16-20	19 (15.8%)
		21-25	6 (5.0%)
		26-30	6 (5.0%)
3.	Working hours	5-9	2 (1.7%)
		10-14	97 (80.8%)
		15-19	21 (17.5%)
4.	Post category	Traffic inspector	6 (5%)
		Traffic sub-inspector	12 (10%)
		Head constable	29 (24%)
		Constable	73 (60%)

**Table 2:** Assessment of quality of life of traffic police according to job experience.

Quality of life	Job experience (in years)										F-value	p-value
	<10		10-15		16-20		21-25		26-30			
	Mean	S.D	Mean	S.D	Mean	S.D	Mean	S.D	Mean	S.D		
Physical health	27.31	5.44	24.75	6.01	26.78	5.64	30.33	6.59	26.66	2.25	1.43	.22
Psychological health	24.92	5.24	23.30	5.42	26.36	5.00	28.00	4.97	25.00	1.54	1.40	.23
Social relationship	15.78	3.74	17.00	3.46	14.73	4.94	15.15	2.36	14.00	.89	.80	.52
Environment health	28.79	4.84	27.15	5.00	30.94	6.86	30.00	4.73	28.66	1.03	1.41	.23
QOL total	96.82	17.94	92.20	18.06	98.84	21.59	103.48	18.25	94.33	4.92	1.02	.39

The socio- demographic profile of traffic police is portrayed in table 1 and it can be noted that only seven respondents (5.8%) were in the age group of 50-59 years. Almost equal percentage of the respondents belonged to the age group of 30-39 (38.3%) and 20-29 (31.7%), followed by the respondents belonging to the age group of 40-49 years (24.2%). Majority (57.5%) of respondents has an experience of less than 10 years. Only 5% of the respondents were having a job experience of 21-25 years and 26-30 years. Majority (80.8%) of respondents of the traffic police working hours lies between 10-14 hours only few percent of traffic police works between 5-9 hours. It can also be noted that majority 60% of respondents were constable and only 5% were traffic inspector.

The quality of life among traffic police is portrayed in table 2 according to their job experience. It is evident from the table that there exists no significant difference across job experience of traffic police in their overall quality of life. It is also evident from the data that even though no significant differences were found across other variables, in comparison to the traffic police with job experience of 21-25 years were found to have better physical health ( $\mu = 30.33$ ), psychological health ( $\mu = 28.00$ ) where as social relationship ( $\mu = 17.00$ ) was better among traffic police with experience of 10-15 years, environment health ( $\mu = 30.94$ ) in traffic police with 16-20 years experience was found to better in comparison to other categories of traffic police.

## 5. Conclusion

Traffic police play a crucial role in maintaining traffic. In fact, without their efficient services it is next to impossible to keep the city function smoothly. The job of traffic police is a tough job, which has a direct influence on their quality of life. They have to work in highly unfavorable condition like working hours, standing position, lack of toilet facility etc. Quality of life of the traffic police is differ from individual to individual. The social relationship among traffic police was found to be most affected, followed by psychological health. The social relationship is affected mostly due to the long working hours and the environment impact. The psychological health, hence also gets deteriorated due to the lack of balance in work and family and also the health hazards. Focus on the protection and health issues of traffic police is vital to enhance their quality of life.

## 6. Recommendations

1. Some recreational and group activities should be introduced and plasticized religiously in traffic police to release the job related stress of traffic police.
2. Higher authorities of the traffic department should take the take the initiative dialogue with different television channels in creating awareness of traffic controlling system among general public.
3. A common fund should be generated for extending support to any staff during severe health and other family problems.

## 7. Acknowledgment

The authors gratefully acknowledged Mr. Hbibul Hasan, Superintendent of traffic police, Lucknow granted permission for data collection and all traffic staff of Lucknow who willingly contributed in this study.

## 8. References

1. Almale BD, Gokhe BSS, Suryanswanshi SR, Vankudre AJ, Pawar KV, Patil RB. Health profile of Mumbai

2. Deb S, Chakraborty T, Chatterjee P, Srivastava N. Job-related stress, casual factors and coping strategies of traffic constables. *Journal of the Indian Academy of Applied Psychology*. 2008; 3:19-28.
3. Phadke SSD, Anurag AG. Application of WHOQOL-BREF in measuring quality of life in traffic police. *International Journal of Science and Research*. 2014; 3:1580-1583.
4. Phadke SSD, Drashan S, Rauf I. Health promotion at work site for traffic police. *International Journal of Innovative Research in Science*. 2015; 4:3117- 3120.
5. Patil RR, Kumar S, Bagavandas CM. Global review of studies on traffic police with special focus on environmental health effects. *International Journal of Occupational Medicine and Environmental Health*. 2014; 27:523-535.
6. Prajapati P, Modi K, Rahul K, Shah A. A study related to effects of job experience on health of traffic police personnel of Ahmedabad city, Gujarat, India. *International Journal of Interdisciplinary and Multidisciplinary Studies*. 2015; 2:127-133.
7. Sibnath d, Charkraborty T, Chatterjee P, Sirsvastava N. Job-Related Stress, Causal Factors and Coping Strategies of Traffic Constables. *Journal of the Indian Academy of Applied Psychology*. 2008; 34:19-21.
8. Satapathy DM, Behera T, Tripathy R. Health status of traffic police personnel in brahmapur city. *Indian Journal Community Medicine*. 2009; 1:71-75.
9. Yandi H, Bai Z, Zhang L, Yu Q, Zhu T. Health risk assessment for traffic policemen exposed to polycyclic aromatic hydrocarbons (PAHs) in Tianjin, China. *The Science of the Total Environment*. 2007; 2:240-250.