

Dossier of Percipience of Road Traffic Noise in Valsad

Jonsan Vasava¹, Nehal Vasava², Vipul Vasaiya³, Prof. C. B. Mishra⁴

^{1,2,3}Final Year Student, ⁴Associate Professor

Deptt. of Civil Engg., BVM Engineering College, V.V. Nagar, Gujarat, India

Abstract : *Road traffic has become a significant factor in social advancement and financial advancement because of expanding number of vehicles. Traffic is the ruling wellspring of noise in urban and rustic condition, which has transformed into a creating open concern inferable from the crossing point of the wellsprings of moving vehicle and the roadway. The predominance of noise is expanding in size and seriousness as a pressure inductor because of the piece of sound as a hazard factor for human wellbeing in light of urban way of life and no or terrible administration of noise in Valsad locale in the territory of Gujarat as the standards is spurned routinely. The present examination researches the degree of mindfulness about noise pollution, its causes, wellbeing effects and investment of young people in condition improving exercises in Valsad. Complete 158 react were gathered among the informed young people of Valsad city old enough 15 to 20 took an interest in the poll study. The examination infers that most of taught youth knows about noise pollution and its outcomes however the female youth are progressively delicate about noise pollution. So as to control noise condition degradation, adolescents see fitting arrangement by producing mindfulness battle including residents and severe authorization of laws required by concerned specialists.*

Keywords: *Awareness, Environment, Health Effect, Noise, Traffic.*

I. Introduction:

Noise is one of the most all-inclusive common poisons. Since quite a while prior plan to be an

issue just to the military and considerable industry, it is by and by apparent as a basically comprehensive issue. In India, the transportation territory is growing rapidly at over 7.50% per annum and the number of vehicles on Indian Roads is extending at a snappy rate and this has led to stuffed Roads and nearness of another part in urban life: the noise going to an upsetting level consistently. It is found to depend upon a grouping of parts, for instance, traffic volume, speed and number of vehicles; whether or not the Road is brought or up in cutting; edge of Road and Road surface condition.

The noise delivered by engine and various bits of vehicles accept a critical activity in waiting conditions at combinations and red lights. Unquestionably, noise is a trademark of present-day society. Noise powers more than 55 dB are adequately high to cause bothering, commanding behavior and rest irritation. Routine prologue to 65 dB can achieve hypertension and to noise more than 75 dB can provoke extended sentiments of tension, expanded heartbeats and potential hearing setback. The deterrent of sound life years is ordinarily evaluated similar to money, yet society bears many covered and roaming costs of noise pollution, for instance, the utilization on helpful treatment of stress, hypertension or mental disorder; loss of benefit at tackle record of pain or shortcoming; reduced imaginativeness and creative mind. It is therefore significant that noise pollution should be dealt with different methodologies profitably and effectively, especially at the preventive stage. Early-age prologue to noise

may have long stretch prosperity ramifications of which we have little data on today.

II. Literature Study:

1. Saba Ismail and Shahid Ahmed – (2018) makes reference to in the paper on “Noise pollution, its sources and effects: a case study of university students in Delhi” that 388 people were addressed identified with the territory of study. The examination infers that most of taught youth knows about noise pollution and its causes. The investigation uncovers that the female youth are progressively touchy contrasted with male youth about noise pollution in Delhi. In any case, by far most of instructed youth didn't see noise pollution as natural test and positioned it as least significant danger. The investigation distinguished vehicular pollution as one of the most significant reasons for noise pollution and noisy music as the second most significant reason for noise pollution. (10)

2. Orlando Borges (2017) revealed in the paper on "View of Noise Pollution in a Youth and Adults School in Curitiba-PR" that review to 120 individuals see noise in the most various conditions they visit and can perceive wellspring of the noise anyway this perception exhibited fragile as the bigger part doesn't take measures to balance or reduce these noises. 20% of respondents grumbled of medical issues and many distinguished side effects that could be identified with presentation to boisterous sounds, for example, uneasiness, stress, apprehension, crabiness, and weakness. Some even referenced hearing indications, for example, tinnitus, hearing misfortune, and trouble getting discourse, yet none related the side effects to introduction. (9)

3. Angel Dzhambov, Boris Tilov, Iana Markevych and Donka Dimitrova (2017) completed an overview in the city of Plovdiv, Bulgaria in which 399 understudies matured 15 – 25 years reacted to the General Health Questionnaire. Results uncovered that more

noiseannoyance was related with less social attachment, and thusly with more terrible emotional wellness; noise disturbance was likewise connected with lower neighborhood remedial quality, in this way with less social union and physical action, and thus with more terrible psychological well-being. Private Road traffic noise and general emotional well-being in youth: The job of noise disturbance, neighborhood remedial quality, physical action, and social union as potential go between. (3)

4. Prof. C. B. Mishra, Paulam Desai and Ishita Ghodasara (2016-India) uncovered in the paper on “Critic on Traffic Noise Pollution and its Management”, the examination was completed in which 144 respondents partook in the Anand City to explore the rates and cross-arranges on wellsprings of noise, effects of noise, reactions to noise, and suggestions to control noise to the extent age and also sex. The more energetic (< 20 years) period appears to pressure cover alia, prerequisite for empowering the police. Every one old enough social affairs feel that a blend model could work better for an open reason. In a prevailing piece of cases, the impacted party tenders a requesting to stop noise. (6)

5. Oluwaseun O. Oluwasegun, Michael U. Onuu and Oladayo E. Oyekan – (2015) passed on in their paper on “Study of road traffic noise pollution and impacts on residents of ikeja local government area of Lagos State, Ligeria” that out of 416 respondents showed that 93.8% were bothered/steamed at bicycle noise, 97% were irritated/disturbed by means of vehicle noise while noise of lorries/heavies and transports aggravated/upset 75% of the occupants. The effects of noise on occupants of Ikeja Local Government ranges from napping exacerbation, hearing mischief, talk impedance, burden and obstacle with conversation to agitating impacts in mental health, for example, passionate insecurity, nervousness, sickness, stress, cerebral pain, contentiousness, and changes in disposition,

increment in social clash, mental issues, psychosis and craziness). (8)

6. Angela Maria Fontana Zocoli , Thais Catalani Morata and Jair Mendes Marques-2009 in their work on “Youth Attitude to Noise Scale (YANS) questionnaire adaptation into Brazilian Portuguese” passed on that the creating introduction of youngsters to characteristic noise has delivered excitement for finds out about the impact of such presentation, similarly as the measures to be taken in these conditions. 245 youngsters from the two sexual directions participated right now (were folks and 51% females); with ages some place in the scope of 14 and 18 years (mean of 15.7 years); understudies from auxiliary school (24% in their third year; 37% in their subsequent year and 39% in their first year) from an educational cost based school in Blumenau, region of Santa Catarina, Brazil. Basic relationships are showing the advancement and substance authenticity for its usage, filling in as an instrument to survey the perspectives of the young confronting presentation to ecological noise. (4)

III. Data and Methodology:

This exact investigation depends on a sample survey of the Valsad city on the Surat-Mumbai road which associated through NH 8 of Gujarat state and it is the synthetic center point of Gujarat with Industrial Estates. Additionally, significant traveller goals are found close by Valsad. Valsad is pondering serious traffic issues with rickshaws being a significant supporter of the mayhem. The open-finished inquiry initially contains individual data of the respondents and second part contains questions identified with different elements of condition from 158 educated youth age 15 to 20 dwelling close to the periphery of Roads. The sample represents a cross-segment of youth of various age groups, sex, instructive levels.

The average of respondents is 18.5 years, with least age of 15 years and greatest age of 20

years, 105 out of 158 (66.46%) respondents were male and 53 out of 158 (33.54) respondents were females. It is also revealed by summary statistics that average years of education of 62.03% respondent were 15 years, 20.25% respondent was 17 years, 13.29% respondent was 18 years and 4.43 % respondent was 20 years. It implies that this survey captures the opinion of educated youth either completed or presently pursuing education in higher learning institutions.

The respondents were gotten some information about the noise pollution in Valsad. Result is that 84.81% respondents knew about the issue of noise pollution. In any case, 15.19% respondents didn't know about the issue of noise pollution. It implies that greater part of educated youth knew about noise as an issue. The awareness about the reasons for noise pollution demonstrated that 82.9% respondents knew the reason for it. For environment improvement reason 53.8% of respondent had included themselves in the previously.

IV. Results and Analysis

The present examination depends on the essential study among college and undergrads in Valsad with respect to youth participation in Environmental Sustainability. It is centered on youth perception about noise pollution in Valsad, its causes, its wellbeing effects and solution.

1. Cross Tabulation between Gender and Noise Pollution Awareness.

Table 1 shows the aftereffects of cross arrangement among sexual orientation and noise pollution mindfulness. Results demonstrates that 70.89% of respondents having attention to noise pollution are male. 90.47% of guys have awareness of noise pollution inside Gender. 60.13% of respondent are male and 24.68% of respondent are female have awareness of noise pollution. 29.11% of respondents having attention to noise pollution

are female inside awareness people. 73.58% of females have awareness with noise pollution inside Gender. Results further uncover that 41.66% of respondents not having mindfulness about noise pollution are guys while 58.34% are females. Results show that female youth are increasingly touchy and mindful contrasted with male youth about noise pollution.

2. Noise Pollution as Environmental Challenge (1-Most Important To 9-Least Important)

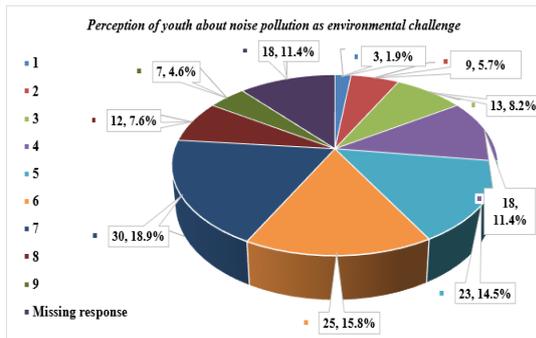


Fig 1: Perception of youth about noise pollution as environmental challenge (1-most important to 9-least important)

Fig 1 shows the impression of youth about noise pollution as environmental effects. Respondents were approached to rank 1 (most critical) to 9 (least significant) the natural difficulties.: rise in temperature; drought; flood; air pollution; noise pollution; water pollution; loss of biodiversity; urban solid waste; and others(specify). 18 out of 158 respondents (11.40%) could not identify noise pollution as an environmental challenge at all. Shockingly, only 1.9% respondents positioned noise pollution as 1, as most important challenge for the environment; 5.7% respondents ranked noise pollution as 2; 8.6% respondents ranked noise pollution as 3 and so on. Revealing aspect of the survey is that the 7.6% respondents ranked noise pollution as 8, closer to least important rank 9. It implies that vast majority of educated youth did not perceive noise pollution as a threat to the environment.

3. Causes of Noise Pollution.

Table 2 presents results of cross tabulation between Gender and Causes of Noise Pollution. Results show that 71.8% male and 28.2% female respondents having attention to Causes of Noise Pollution inside awareness. 89.5% of males and 69.8% of females have awareness of Causes of Noise Pollution inside their group. 59.5% of respondent are male and 23.4% of respondent are female have awareness of Causes of Noise Pollution among the all respondent. Results further reveal that 10.5% of respondents not having awareness about Causes of Noise Pollution are males while 30.1% are females within their groups.

4. Causes of Noise Pollution in Valsad

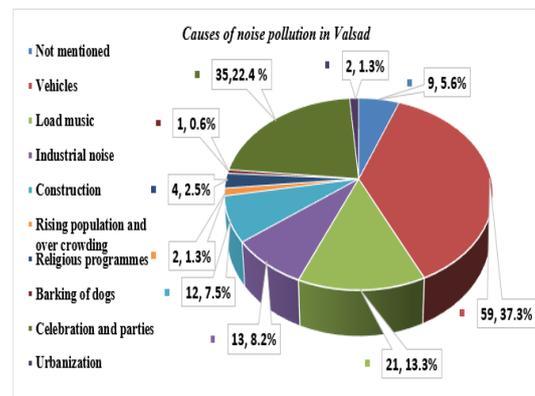


Fig 2. Causes of Noise Pollution in Valsad

Fig 2 reveals the causes of noise pollution as perceived by educated youth in Valsad. Respondents were approached to distinguish the most significant reason for noise pollution. Consequences of the study demonstrate that 37.3% respondents recognized vehicles as the one most significant reason for noise pollution. 13.3% respondents distinguished loud music as the second most significant reason for noise pollution. Around 5% respondent recognized industrial noise and construction as the reasons for noise pollution. Be that as it may, 5.6% respondent couldn't distinguish any reason for noise pollution.

5. Health Effect of Noise Pollution

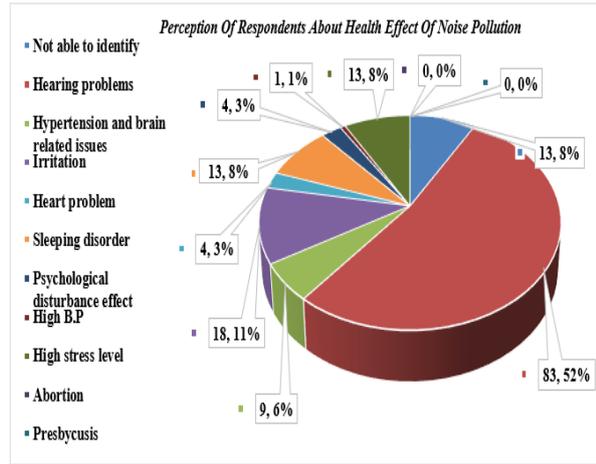


Fig 3. Health Effect of Noise Pollution

Fig 3 shows the view of respondents about wellbeing impact of noise pollution. Respondent were approached to recognize the medical issues related with noise pollution in Valsad. The study results demonstrate that 52.5% respondents recognized hearing impairment and related issue associated with noise pollution. 5.77% respondents distinguished hypertension and brain related issues associated with noise pollution. 11.4% respondents recognized irritation and 2.5% distinguished heart issue related with noise pollution. Be that as it may, 8.2% respondents didn't know about the wellbeing impacts of noise pollution. It suggests that most of educated youth understand the health-related problems of noise pollution in Valsad.

6. Participation in Environment Improving Activities (PEIMA)

Table 3 presents results of cross tabulation between Gender and Participation in Environment Improving Activities (PEIMA). Results show that 65.9% of respondents participating in Environment Improving Activities are males while 34.1% are females within PEIMA. 53.3% of males are participating in Environment Improving Activities and 54.5% of females are participating in Environment Improving Activities within their groups. Results further

reveal that 67.8% of respondents not participating in Environment Improving Activities are males while 32.9% are females. 46.7% male respondents are not participating in Environment Improving Activities are males while 45.3% are females. Female youth seems to participate more in Environment Improving Activities.

VI. Concluding Remarks

This paper is centered on youth perception about noise pollution in Valsad, its causes, its wellbeing effects and arrangements. The examination reasons that most of educated youth knows about noise pollution and its causes. The investigation uncovers that the female youth are increasingly touchy contrasted than male youth about noise pollution in Valsad. Be that as it may, most by far of instructed youth didn't see noise pollution as environmental challenge and positioned it as least significant risk. The investigation recognized vehicular pollution as one of the most significant reasons for noise pollution and loud music as the second most significant reason for noise pollution. The investigation identified hearing impairment, hypertension, stress; heart problems are associated with noise pollution on the basis survey.

It implies that the majority of educated youth understand the health-related implications of noise pollution in Valsad. Noise is one of the typical hazardous emissions. Regular and long-term exposure to elevated noise can bring about various adverse health consequences, such as hearing impairment, hypertension, heart disease, annoyance, and sleep disturbance which also recognized by the respondent. However, this study also reflects on negligent attitude towards environment protection even in highly educated youth of the Valsad city. Female youth seems to be more sensitive and participatory in Environment Improving Activities. At long last, the examination gives

that Social and Behavioral Change of Citizens and Strict Enforcement of Environment and Noise related Laws is the pre-imperative for an improvement in the earth.

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Table 1 presents the results of cross tabulation between gender and noise pollution awareness

			Gender		Total
			Male	Female	
NP_AW	Yes	Count	95	39	134
		% Within NP_AW	70.89%	29.11%	100%
		% Within gender	90.47%	73.58%	84.81%
		% Of total	60.13%	24.68%	84.81%
	No	Count	10	14	24
		% Within NP_AW	41.66%	58.34%	100%
		% Within gender	9.52%	26.41%	15.19%
		% Of total	6.32%	8.8%	15.19%
Total		Count	105	53	158
		% Within NP_AW	66.45%	33.48%	100%
		% Within gender	100%	100%	100%
		% Of total	66.45%	33.48%	100%

Table 2 Cross Tabulation between Gender and Causes of Noise Pollution

			Gender		Total
			Male	Female	
NPC_AW	Yes	Count	94	37	131
		% Within NPC_AW	71.8%	28.2%	100%
		% Within gender	89.5%	69.8%	82.9%
		% Of total	59.5%	23.4%	82.9%
	No	Count	11	16	27
		% Within NPC_AW	40.7%	59.3%	100%
		% Within gender	10.5%	30.1%	17.1%
		% Of total	7.0%	10.1%	17.1%
Total		Count	105	53	158
		% Within NPC_AW	66.4%	33.6%	100%
		% Within gender	100%	100%	100%
		% Of total	66.4%	33.6%	100%

Table 3: Cross Tabulation between Gender and Participation in Environment Improving Activities (PEIMA)

			Gender		Total
			Male	Female	
PEIMA	Yes	Count	56	29	85
		% Within PEIMA	65.9%	34.1%	100%
		% Within gender	53.3%	54.5%	53.8%
		% Of total	35.4%	18.4%	53.8%
	No	Count	49	24	73
		% Within PEIMA	67.1%	32.9%	100%
		% Within gender	46.7%	45.3%	46.2%
		% Of total	31%	15.2%	46.2%
Total		Count	105	53	158
		% Within PEIMA	66.5%	33.5%	100%
		% Within gender	100%	100%	100%
		% Of total	66.5%	33.5%	100%