

Understanding Host Community's Perception on the Identified Construct of Environment, Tourism, and Leisure Transport: A Case Study of Nainital

Ashok Kumar*, Ashish Tamta**

Abstract

Tourism in Nainital is an age old phenomenon that has grown from a hand full British elites using Nainital for its sabulous climate which reminded them of their home. They used Nainital as a summer retreat and established summer capital to enjoy the weather and climate. Slowly the place started to establish its name as a tourist destination. People use to visit the destination for months hiring rooms with attached kitchens, the entire summer months they use to stay and enjoy the proximity of nature.

During the British period, cement construction was not permitted on the Mall Road and vehicles were not allowed to ply beyond the bus station but nowadays, especially the summer season, the Mall road is clogged with cars, tourist buses, and trucks (Shah, 1999) and with time tourist visitation increased and leisure tourism was converted to mass tourist movement, that imposed pressure for infrastructural development in the area that itself was very fragile with limited space for expansion and development. Irrespective of these facts mass tourism was promoted and to reap benefits from tourism, large scale infrastructure was developed. With the increased number of tourist many folds imposed tremendous pressure on environment, resources and the supply therein, as these are being shared by host and guest altogether.

With industrialisation and financial uplift of all sectors of the society in the country, led to vehicular ownership and good amount of disposable income for tourism purposes, in the last two decades vehicle ownership has increased manifolds. Use of personal vehicle for leisure related travel has become a status symbol especially in industrialised and developing countries. Most tourism emissions are a result of transport with aviation accounting for 40 percent of tourism contribution to CO₂, followed by cars (32 percent) and accommodation (21 percent)(Gössling, 2012).

In the entire process of tourist movement to Nainital, apart from the business community the host community has to face numerous challenges during peak season and also share the resources which is depleting day by day with increase in tourist traffic. The present paper is an effort to understand the perception of host community on increased tourist traffic that imposes issues relating to environment, tourism and leisure transport.

Keywords: Nainital, Environment, Impact, Host community, Perception, Leisure Transport, and Emissions

Introduction

(Scott, D., Hall, C.M. and Gössling, 2014) explained tourism is a 'slippery', 'fuzzy' concept (Markusen, 2003). It is relatively easy to visualize, yet difficult to define with precision because it's meaning changes depending on the context of its analysis, purpose, and use. Tourism is, therefore, a concept that, while initially appearing very easy to define, is actually quite complex, with a substantial literature just on the issue of its definition (See Coles, Duval, & Hall, 2005; Hall & Lew, 2009; Smith, 2004).

Tourism is an activity whose effects are distributed in many economic sectors, such as transport, accommodation, and agriculture (Scott et al., 2008). It is also structured by the schedules of trains, airplanes, meal times and attraction opening hours (Dickinson & Peeters, 2014). Thus, tourism is a powerful and diverse industry that is directly associated with most regions' growth and economic vitality (LaMondia, Snell, & Bhat, 2010). Given that tourism is such a significant economic activity, and even

* Asst. Professor, Department of Tourism Kumaun University, Nainital, Uttarakhand, India.

** University Grants Commission, Senior Research Fellow, Department of Tourism Kumaun University, Nainital, Uttarakhand, India.

a 'desired industry in some communities' (Scott, D., Hall, C.M. and Gossling, 2014; Stewart, Draper, & Johnston, 2013).

The significance of recreational and leisure tourism extends beyond simply being a source of revenue: it provides substantial employment opportunities, influences regional infrastructure, supports local industry, contributes to traffic congestion, influences freight movements, and encourages urban development (LaMondia et al., 2010). Tourism, therefore, reflects the wider complexity of the couplings between human and natural systems that vary across space, time, and organizational units (Hall, 2016; Liu et al., 2007).

(Scott, D., Hall, C.M. and Gossling, 2014) claims that thinking of tourism as a system also raises questions about the nature of impacts. As the notion of tourism system is extremely important when we start to consider the notion of impacts. An impact is a change in a given state over time as the result of an external stimulus (Hall & Lew, 2009). The way the term is used usually implies that tourism has an effect on something, be it place, person, environment or economy. If we are to evaluate the effects of a tourist trip, we need not only to examine where in the system immediate impact occurs (Local effect) but also to consider if there are system-wide effects that contribute to change in the broader environment. But, one of the difficulties in assessing the impact of tourism is the time lag between the initial tourism stimulus and recognition that change has occurred.

Before studying the environmental impacts, it is important to explore the relationship between tourism and the components of the natural environment and to define the boundaries of the environment. However, relationship between tourism and environment is complex. There is a mutual dependence between the two, which has been described as symbiotic (Mason, 2003; Sharma, 2012).

The present crisis in tourism occurs because of unrestricted growth. Tourism results in a wide range of negative impacts on the environment. Unless the environment is safeguarded, tourism is in danger of being a self-destructive process, destroying the very resource upon which it is based. Tourism is an environment-dependent industry and ensuring the protection of the environment is the only way of ensuring tourism's survival (Holder, 1988; Mairam, 1998) Although, the environment is being

increasingly recognized as a key factor in tourism. In the last decade of the twentieth century, it was noted that tourism depends ultimately upon the environment, as it is a major tourism attraction itself, or is the content in which tourism activity takes place (Holden, 2008; Sharma, 2012).

As discussed by (Anand, 2006), the negative impact from tourism occurs when the level of visitor use is greater than the environment's ability to cope with this use within the acceptable limits of change. Tourism's relationship with the environment is complex. It evolves many activities that can have an adverse environmental effect. The damages wrought by mass tourism seem to outweigh the benefits of tourism. With increasing tourism, the initial euphoria has led to apathy and even antagonism. The negative impact of tourism on the ecology of mountains is far greater than the positive impacts. The positive impacts usually arise only after the negative impacts have been felt (Mairam, 1998). Situations are more alarming, where tourism development is year-round; the environmental consequences of tourism are even greater (Mairam, 1998).

Despite bringing many economic and social benefits, tourism is not without negative impacts, especially on the environment (Le-Klähn, 2013). It must be noted, any form of tourism can have negative impacts on the resources on which tourism activities depend (Sharma, 2012). Furthermore, tourism is known to negatively affect the environment due to pollution caused by for instance transportation, overproduction of waste by tourists and physical damages to known tourist attractions and destinations (Kumar, 2013). As early as 1973, Young noted that 'man has made a mess of the organisation of his leisure – the evil consequences are not inherent in tourism. It just happened when tourism developed in a thoughtless and casual way' (Mairam, 1998; Young, 1973).

A successful tourism industry measured in terms of the number of visitors brings its own problems in terms of its impact on the host area. Tourism can have not only positive economic effects but also negative social and environmental effects on the host community. Hence, it is in the interest of the tourist industry to protect the environment to ensure the sustainability of the industry. There is a need for a well-managed tourism that combines and balances business interests, environmental and social concerns (Mairam, 1998).

Tourists have been accused of destroying the very things that they came to enjoy (Krippendorf, 1982; Kumar, 2013). Even though, the environmental consequences of tourist activities are often difficult to isolate from other developments resulting from demographic, technological or agricultural changes (Kamra, 2001; Sharma, 2012). But, the environmental costs continued to be neglected because of the prevalent belief of the nature being inexhaustible and renewable. This led to an indiscriminate and unplanned growth of tourism infrastructure in many countries and soon the negative effects in the form of social and environmental degradation started emerging (Kumar, 2013).

Though it is difficult to measure the damage in a quantitative framework, still it is possible to identify the major activities causing possible impacts on the environment. Studies of tourism in India shows that in all the tourist regions, tourism affects the moral behaviour of people (Anand, 2006).

Using private cars or personal vehicles is for comfort and status in today's world but in turn, the sufferings due to traffic jam is a situation that could lead to the decline of visitation to any particular destination and Nainital is one among such destinations.

Now, people are travelling by their own cars, mostly 90% - What I see (U. Sah, personal communication, May 23, 2015). Vehicles have given ease to travel-transport but also brought difficulty for tourist destinations (J. Berry, personal communication, May 25, 2015). The tourist is more annoyed as there are situations of traffic jam. People waste 1 to 1.5 hours in those Malli-tal to Talli-tal patches (M. Sah, personal communication, May 28, 2015).

Today getting around for people is becoming difficult, as they are trying to rescue themselves from this traffic (S. Chaudhary, personal communication, June 1, 2015). After the lake of Nainital, flats are the most beautiful place, the lake, and flats together make-up Nainital. The lake is ending or drying in its own way and the flats have been ruined by parking (R. Sah, personal communication, May 26, 2015). Now the tourists who are coming, 'they want to take their car inside the bathroom also' (A. Rawat, personal communication, May 25, 2015). Tourism industry has grown in number, but not in quality (R. Bhargava, personal communication, May 21, 2015).

In similar lines the other facet as described by (Sharma, 2012), majority research works on tourism impacts since

the late 1970s suggest that negative impacts outweigh positive impacts (Jafari, Pizam, & Przeclawski, 1990; Wall, 1997). However, large numbers of residents of destination areas have continued to want tourists to come and often want them very much (Wall, 1997). Residents may be prepared to put up for negative impacts in return for what they regard as desirable positive impacts. Thus, trade-offs are often involved in relation to tourism impacts (Mason, 2003).

The Davos Declaration, which also introduced a quadruple bottom line sustainability, has subsequently developed into more accentuated goals with regard to mitigation. The emerging consensus is that tourism needs to take responsibility for emission reductions in line with other sectors (UNWTO 2009b), the World Travel and Tourism Council (WTTC 2009) specified 'aspirational' goals for sector-wide absolute emission reductions in the order of 25-30 per cent by 2020 and 50 per cent by 2035 (both from 2005 levels) (Gössling, 2012).

The tourism sector uses energy for the transport of visitors to and from, as well as within destinations, in accommodation establishments and for a range of tourist activities, such as visitation of sites and attractions, participation in meetings and conferences, visits to bars, discotheques, cafes, or events such as festivals and concerts. Tourism includes, by UNWTO definition, 'the activities of persons travelling to and staying in places outside their usual environment for not more than one consecutive year for leisure, business and other purposes not related to the exercise of an activity remunerated from within the place visited'. This is of importance, as tourism-related emissions thus comprise different travel motives (leisure-business), geographical patterns (international-domestic) and temporal ranges (overnight-same-day-trip), as well as activities (conferences, festivals, shopping, nature walks) (Gössling, 2012).

Gap in the Study: The present study is perception based study with heterogeneous population under study and being so the perception varies a lot with the demographic profile, geographical presence, current psychological status and overall environment at the time of recording the responses. As there are very limited studies of such kind being conducted in the country generalization of the concept cannot be done and moreover the studies available around the world could not be replicated in the Indian context.

Methodology

Research Design: The research is an exploratory research in nature as very limited study have been done on emission by Tourism transport and its impact on the natural environment of any region on India. But an effort have been done to evaluate the same. The current study was carried out to evaluate the same on the perception of host community about the emission through the tourism transport in Nainital.

Sample Design: The Universe for the study is the entire host community of Nainital those who are directly related to tourism activity and those who are not the part of tourism. Sample where divided into three strata depending on, first the population residing near the major roads of Nainital Township, second those residing away from major roads but near branch roads and the third one are those that are residing far away from major and branch roads.

Data Collection: The data collection was done with the help of structured, closed ended schedule on the perception of host on tourist transport and the impact thereby. The schedule was divided into four parts, with the first three parts was on three points scale whereas the D part of the schedule was evaluated on 5 points scale. To generate the largest number of possible respondents, the survey was carried out at different offices, schools, market place, and public places in Nainital. These were the sites where most of the residents are available and convenient to approach them. Respondents were recruited using a random intercept approach. The enumerator approached the resident who were sitting, introducing himself, briefly outlining the research project, and inviting the resident to participate in the survey. Schedules were handed out to those who agreed to participate. Data collection was followed by pilot testing and rectification of error was done on the tool for further survey.

Overall 537 people were approached and a total of 500 schedules were distributed. Out of the 495 schedules collected back, 471 were found to be valid and 24 were rejected due to various reasons viz., the schedules were not filled properly, or the response were not selected. Such schedules were discarded as no proper information could be yielded through them.

Inferential Statistical Design: The inferential statistics plan was analysed on various statistical tools based on the type of data collected as under:-

1. **Percentages:** The demographic profiles were converted into percentages for type of categories in various factors like Males-Females, Educational Levels, Involved in tourism industry, Not involved and so on.
2. **KMO and Bartlett's:** Applied to test Environmental Value and Behaviour Scale
3. **Cronbach Alpha:** Applied to find out the reliability of the resident behaviour scale with 15 items
4. **Factor Analysis:** Factor analysis is used as variable reduction technique which reduces a large number of variable to small and renders construct validity evidence.
5. **One-Way ANOVA:** Comparison of dimensions of environmental behaviour of scale among respondents belonging to three education levels (I – Intermediate, G – Graduates, P – Postgraduates).

Findings

Profile of Residents of Nainital

The first part of the Schedule gathered information about the personal profile of the respondents which includes gender, age, education level, employment status, economic status, type of family, number of family members, place of residence, duration of stay in current location, distance of house from main road, distance of house from link road, people benefitted from tourism industry in Nainital, and people troubled by traffic problems in Nainital.

Items inquiring age, education level, employment status, economic status, family size, type of family, place of residence, duration of stay in the current location, and distance of house from the main road are divided into three categories. The distance of house form link road had four categories each. Sex, people benefitted from tourism industry directly or indirectly and people troubled by traffic problems in Nainital had a binary variable.

Demographic Profile

The demographic data allows the researcher to measure the dynamics and dimensions of the population studied. The profile of 471 respondents were analysed with the help of structured closed-ended schedule and studied using simple tools such as frequencies and percentages.

Two types of profile were formulated and each one is explained separately.

As per the data analysed, Table 1 reveals that most of the respondents were male, and majority, 64.3 percent were in the age group 20-40, i.e., youths are the major respondents of the study.

Education profile of respondent reveals that 31 percent are university/college graduates and 43.7 percent were postgraduates which means the respondents are well educated and understands the objectives and modules of study for which they are part.

As far as income group is concerned major population of study 69.9 percent falls in the category of middle-income group, and a high percentage of respondents represents an employed status at 74.1 percent.

Respondents living in Nainital show composition of family type and family size, 54 percent and 42.5 percent are nuclear family and joint family respectively and 54.6 percent families are having 2-4 members and 44.6 percent are having more than 4 members. The data of family type and family size correlates to each other and justifies the data.

Table 1: Residents Respondents' Demographic Profile

<i>Gender</i>	<i>N</i>	<i>%</i>	<i>Age</i>	<i>n</i>	<i>%</i>
Male	353	74.9	<20	20	4.2
Female	118	25.1	20-40	303	64.3
			>40	148	31.4
<i>Educational level</i>	<i>N</i>	<i>%</i>	<i>Economic status</i>	<i>n</i>	<i>%</i>
Intermediate	118	25.1	Low income	128	27.2
Graduate	147	31.2	Middle income	329	69.9
Postgraduate	206	43.7	High income	14	3.0
<i>Employment status</i>	<i>N</i>	<i>%</i>	<i>Type of family</i>	<i>n</i>	<i>%</i>
Student	66	14.0	Individual	16	3.4
Un-employed	56	11.9	Nuclear family	255	54.1
Employed	349	74.1	Joint Family	200	42.5
<i>Number of family members</i>	<i>N</i>	<i>%</i>			
1	4	.8			
2-4	257	54.6			
>4	210	44.6			

Table 2 shows, most respondents have stayed at their place of stay for more than 10 years at 79.9 percent representation.

Regarding the place of residence from the major road heads substantial respondents around 62.2 percent stay far away from the main road. Respondents staying along minor roads and relatively far from minor roads are 32.27 percent and 33.97 percent respectively.

Data regarding benefits gained through tourism reveals that almost half of the respondents' 49.7 percent are directly or indirectly associated to reap benefits out of tourism business. This shows that almost about half of the population is dependent on the tourism sector in Nainital. The figure represents that the major economic spinner in the city is tourism which declares that Nainital is a tourism-dependent economy.

About 70.1 percent of the respondents show a state of being affected by traffic problems in Nainital.

Table 2: Resident Respondents' Status of Residence Location

<i>Place of residence</i>	<i>N</i>	<i>%</i>	<i>Duration of stay in current location</i>	<i>n</i>	<i>%</i>
Nainital town	351	74.5	> 1 Year	14	3.0
Nainital outskirts	83	17.6	1-10 Years	85	18.0
Outside Nainital	37	7.9	>10 Years	372	79.9
<i>Distance of house from main road</i>	<i>N</i>	<i>%</i>	<i>Distance of house from link road</i>	<i>n</i>	<i>%</i>
Along the road	120	25.5	Not applicable	120	25.48
Relatively far	293	62.2	Along the road	152	32.27
Very far	58	12.3	Relatively far	160	33.97
			Very far	39	8.28
<i>People benefiting from tourism industry</i>	<i>N</i>	<i>%</i>	<i>People troubled by traffic problems in Nainital</i>	<i>n</i>	<i>%</i>
No	237	50.3	No	141	29.9
Yes	234	49.7	Yes	330	70.1

Analysis

Since the number of respondents were large (N=471), hence the class interval for age and other demographic criteria were reduced and scale were enlarged. The class interval scale for age was summated to 20 years gap on exclusive type. Furthermore, the scale for primary data was reduced to three points scale instead of five-point Likert scale for a better understanding and results.

The tool so developed for the perception study of residents' environmental behaviour consists of a five-point summated scale, where the degree stands between 1-5. 1 stands for Not at all, 2 stands for Not really, 3 stands for Neutral, 4 stands for Somewhat, and 5 stands for Very much. The scale consists of 15 items, the reliability of the scale was tested before collecting the final data. The reliability of the scale was tested on two fronts. First, through pilot testing, second, during collecting the final data.

Before doing the factor analysis in order to find the dimensions, the scales' reliability was checked. The details of the test of reliability, KMO test and factor analysis are discussed in this section.

Reliability Statistics for Residents' Behaviour Scale

Cronbach alpha measures the internal consistency and reliability of the instrument. Thus, Cronbach's Alpha was applied to find out the reliability of the resident behaviour scale with 15 items. Alpha is considered as the expected correlation of all the items that are related to certain construct. Its value increases with the increase in intercorrelation among items and indicates the reliability of test scores (Dev, 2013).

In this study, Cronbach alpha value turns out to be 0.797 as shown in table 3 thus the instrument was considered reliable for the study. Similarly, KMO and Bartlett's Test was used for the adequacy of the sample. Residents' environmental behaviour KMO value turns out to be .854

as shown in table 4.

Table 3: Reliability Statistics of Environmental Value and Behaviour Scale

Reliability Statistics	
Cronbach's Alpha	N of Items
.797	15

Table 4: KMO AND BARTLETT'S Test of Environmental Value and Behaviour Scale

KMO and Bartlett's Test		
	Kaiser-Meyer-Olkin Measure of Sampling Adequacy.	.854
Bartlett's Test of Sphericity	Approx. Chi-Square	1579.508
	Df	105
	Sig.	.000

Factor Analysis

Factor analysis is used as variable reduction technique which reduces a large number of variables to small and renders construct validity evidence. Each variable will correlate with different strengths with each other and with the identified factor. Firstly, identifying the significant factor loadings and then based on the pattern of the loadings we assign meanings to each factor and analyse the relationship between them.

Since items included for the perception study of residents' environmental behaviour were very large in number and are inter-related. Through factor analysis, these items were extracted and clubbed using principal component analysis and varimax rotation method. The factor extracted for the study are shown in table 5 These 3 factors that were ultimately extracted have been referred to as dimensions of residents' environmental behaviour. The table is followed by the explanation of all these 3 dimensions

The table represents factor loading with respect to two factors containing 15 items.

Table 5: Factors and Factor Loading of Environmental Value and Behaviour Scale

(N=471)

<i>FACTORS/ DIMENSIONS</i>	<i>ITEMS</i>	<i>FACTOR LOADING</i>
Public transportation is key to mitigate negative impacts of vehicular problems	Tourism development is responsible for degradation in the aesthetic beauty of the mountainous region	0.457
	Noise pollution created by tourist vehicles in natural regions is responsible for migration of wild species	0.635
	Tourist vehicles are also responsible for environmental problems	0.721
	Tourist vehicles are responsible for adverse health impact on locals of Nainital	0.663
	Tourist vehicles are responsible for degradation of water quality of Nainital	0.619
	Public transportation is useful in developing environmentally sound tourism	0.571
	A better public transport system will reduce tourist vehicles in Nainital	0.441
Environmentally responsible tourism practices	Travel agents and hoteliers must run their business responsibly in an environmentally sound manner	0.515
	Environmental protection concerns are the issues of residents	0.674
	Environmental cost of holidays should be levied on tourists	0.643
	Environmental taxes are the responsibility of the local businesses	0.616
	There is a relationship between environmental change and behavioural change	0.446
Disadvantages of private tourist vehicles from a tourism point of view	Tourist vehicles are responsible for the degradation of natural environment at Nainital	0.55
	Tourist vehicles are responsible for degradation of biodiversity in Nainital	0.615
	If private vehicles and private taxis are not allowed in Nainital, will tourism flourish	0.693

Factor 1 – Public transportation is key to mitigate negative impacts of vehicular problems: Public transport is key to mitigate negative impacts of vehicular problems is the name given to the first dimension of residents' environmental behaviour identified through factor analysis. The items included in this are: tourism development is responsible for degradation in aesthetic beauty of the mountainous region, noise pollution created by tourist vehicles in natural regions is responsible for migration of wild species, tourist vehicles are also responsible for environmental problems, tourist vehicles are responsible for adverse health impact on locals of Nainital, tourist vehicles are responsible for degradation of water quality of Nainital, public transportation is useful in developing environmentally sound tourism and a better public transport system will reduce tourist vehicles in Nainital.

The important role of transportation in the modernization and development of any area can hardly be overemphasized. The transport facilities not only save time but also make the things available at proper place.

The efficient transportation facilities have a major role to play in the marketing of produce (Singh, 2013). Among various modes of land transport (Duval, 2007; Page, 2011), the use of public transport (or mass transit, public transit, public transportation) has multiple environmental, social, and economic benefits (Gwilliam, 2008; Le-Klähn, Hall, & Gerike, 2014; Litman, 2007, 2017). Admittedly, public transport in itself can be understood as a part of the society's infrastructure. It is not just any type of transport, something more than the mere use of roads, rails, and ports. It is primarily attributed superior social functions for taking care of welfare, environment, and regional development. Public investment in public transport is an alternative to the facilitation for private car transport that the community must otherwise be responsible for. Neither buses nor trams need so many and broad roads as the private car (Høyer, 1999).

As a growing city with increasing numbers of tourists, having a well-developed public transport system is part of the City's forward-looking transport policy, which emphasized an efficient transport system as pivotal for the proper functioning of a large modern city (Le-

Klähn et al., 2014; Munich, 2005b, 2005a). Public transport plays an important role in sustainable tourism development (Le-Klähn, 2013). While the majority of users of public transport are local residents, tourists also benefit from the system (Le-Klähn et al., 2014). Public transport is therefore seen as an appropriate solution to meet transport demands while restricting environmental impacts (Bhuiyan, Bari, Siwar, Ismail, Shaharuddin, & Islam, 2012; Le-Klähn & Hall, 2015; Lin, 2010; Shi & Wu, 2011)

Factor 2 – Environmentally responsible tourism practices: It emerged out as the second factor and has five items in it: travel agents and hoteliers must run their business responsibly in an environmentally sound manner, environmental protection concerns are the issues of residents, environmental cost of holidays should be levied on tourists, environmental taxes are the responsibility of the local businesses, and there is a relationship between environmental change and behavioural change.

As (Sharma, 2012) explains, located at the top of the environmental and industrial chain, tourism is extremely sensitive to environmental conditions and to the impacts, others have on the system. Tourism and the environment have an intimate relationship. In fact, the environment is the resource base of tourism because it is the environment of a particular place, which attracts tourists. (Budowski, 1976) discussed the question of whether tourism is in conflict with environmental conservation or can it co-exist with it or even display symbiosis with it (Sharma, 2012). Thus, the quality of the environment, both natural and man-made, is essential to tourism. However, tourism's relationship with the environment is complex as many activities can have adverse environmental effects (Kumar, 2013).

The necessity to deal with the environmental problems in a complete manner between economy and ecology. It is important to preserve the environment. The emphasis on environmental education should go a long way in encouraging all of us to preserve the gifts of nature and to keep our surroundings clean (Bansal & Gupta, 1998; Singh, 2013). There is a need to monitor tourism impact by establishing environmental indicators for each tourism area or development site (Singh, 2013). But, it is tragic that mountain is entirely controlled by the urban bureaucrats, city-dwellers and businessmen, totally unmindful of

sympathy with nature, rural life, farming, or the freedom of the hills. If we do wish to promote mountain tourism, then the mountain environment must be preserved, and the planners and developers must go about their work in a more enlightened and environmentally sensitive fashion (Singh, 2013). Environmental problems associated with tourism may not be as evident as pollution, but it is identifiable. It is pertinent to note that the environment is the resource base of this tourism, impinges on its every resource. As hill tourism is environmentally dependent, it is potentially destructive (Anand, 2006).

Factor 3 – Disadvantages of private tourist vehicles from a tourism point of view: This factor includes tourist vehicles are responsible for the degradation of natural environment at Nainital, tourist vehicles are responsible for degradation of biodiversity in Nainital, and if private vehicles and private taxis are not allowed in Nainital, will tourism flourish.

As explained by (Høyer, 1999), the person transport in particular causes serious problems both for people and the natural environment, not only in the rich countries but in the fast-growing big cities of the developing countries as well. The car was not something that should be used – or needed to be used – to go to work or to go shopping. People still walked, used the bicycle, or took the bus or tram (Welle-Strand, 1981). The car was a means of transport to take the population of industrialised cities out into the invigorating country air. It was, for example, advertised that driving would prevent diseases, mainly tuberculosis; the fresh air stream would activate the lungs of drivers and passengers, and thus be beneficial to the respiratory organs (Høyer, 1995, 1999; Tengström, Gajewska, & Thynell, 1995). Automobiles (and the related person mobility) have in addition several conspicuous characteristics. They are a major cause of serious environmental and health problems in cities all over the world, in developed as well as developing countries (Høyer, 1999).

Comparison of Dimensions of Environmental Behaviour Across Education Level Group (Anova)

A few characteristics of the respondents has more than two categories/options. For this, one-way analysis of variance was applied, in order to compare the dimensions

of residents' environmental behaviour across the various groups of respondents. The personal characteristics included the educational level of all the respondents.

Comparison of Dimensions of Respondents' Environmental Behaviour of Scale Among Respondents Belonging to Three Education Groups

The three education groups have been shown in table 6 as Intermediate (I), Graduate (G), and Postgraduate (P). Respondents/residents in I, are those who have the educational qualification of Intermediate, G is that group which has a graduate level qualification whereas P has the postgraduate qualification to their credit.

A significant difference has been found in the mean value of one out of three dimensions of residents' environmental behaviour as perceived by the resident respondents across the various education groups. It can be seen that F value is

highest in case of Public transportation is key to mitigate negative impacts of vehicular problems ($f=7.478$, $p \leq .01$).

There is no significant difference across three education groups as far as Environmentally responsible tourism practices, and disadvantages of private tourist vehicles from a tourism point of view are concerned. Table 6 shows all the values of mean and standard deviation of the dimensions of residents' environmental behaviour across the three education groups. It is interesting to note that the mean out of three is highest in P indicating that P residents who have postgraduate education qualification agree the most on Public transportation is key to mitigate negative impacts of vehicular problems (Mean=4.027), Environmentally responsible tourism practices (Mean=3.7369), and Private tourist vehicles' advantages and disadvantages from a tourism point of view (3.4417).

There is a significant difference between I and G, and I and P as far as Public transportation is key to mitigate negative impacts of vehicular problems is concerned.

Table 6: Comparison of Dimensions of Environmental Behaviour of Scale Among Respondents Belonging to Three Education Levels (I – Intermediate, G – Graduates, P – Postgraduates) – ONE-WAY ANOVA

(N=471)

DIMENSION	I (N=118)		G (N=147)		P (N=206)		F-value	t-value		
	Mean	S.D.	Mean	S.D.	Mean	S.D.		I vs. G	I vs. P	G vs. P
Public transportation is key to mitigate negative impacts of vehicular problems	3.7155	.87517	3.9553	.68242	4.0270	.60803	7.478**	2.506**	3.765**	1.038 NS
Environmentally responsible tourism practices	3.7000	.85485	3.7211	.74339	3.7369	.69766	.090 NS	-	-	-
Disadvantages of private tourist vehicles from a tourism point of view	3.2712	1.09644	3.3401	.98657	3.4417	.96811	1.153 NS	-	-	-

NS – Not Significant ** – Significant at .01 level

Conclusion

Impacts of human activity in hills have increased significantly since the invention of good transport vehicles (Joy, 2012). It must be also understood that, human actions in our context are generally not ethically neutral. Neither are they generally environmentally neutral. This also applies to actions in the form of transport, which then from an ethical point of view always have a

problematic nature, that is they have a potentially harmful effect on fellow beings and the environment (Høyer, 1999). Similarly, travel & tourism is appreciated by its host countries and communities, too – so much so that they compete for the benefits it can bring, economically, socially and environmentally (Singh, 2013).

As the environment is an integral component of the tourism industry, it is expected that tourism developers

of a country should take special care to ensure that the environment is properly cared for and preserved (Anand, 2006). The economic base of the town seems to be deriving its benefit only from the tourist population. Their activities are geared towards facilitating tourism. Consequently, they form part of the tourism industry and their impacts are part of the impacts of tourism on the environment. It must be born in mind that, when tourism development is carried too far the quality of life is lost to the residents (Mairam, 1998).

Thus, the need to re-examine the utility of some of the recurrent conceptual tools of the assessment of the environment impacts of the activities can be translated to the environmental enquiry of the tourism and its impacts. However, it should be born in the mind that the type of the impact as perceived by the observer depends upon the value position and the judgments of the observer of the impacts (Sharma, 2012).

Land use and transport system must be planned and developed in such a way as to promote a more environmentally sound development, and development patterns and transport system must be subjected to a co-ordinated planning and one of the key objectives of the future common transport policy is therefore to correct environmental efficiencies and to improve the environmental performance of the transport sector (Høyer, 1999). In similar lines, encouraging a modal shift to public transport is an important content of sustainable mobility. However, for a successful implementation, proactive and effective management is needed, which in turn requires strong knowledge of visitors' behaviours and attitudes. From the destination management perspective, encouraging more travel by public transport and less travel by car lowers pollution, reduces congestion problems, and decreases energy consumption, which subsequently contributes to sustainable development of the destination. From the tourist perspective, destination features including transport infrastructure are important factors in destination choice. Improving public transport services is important for the attractiveness of a destination (Ashworth & Page, 2011; Khadaroo & Seetanah, 2007; Le-Klähn, 2014).

The entire research paper can be concluded with the fact that nature based tourist destination like Nainital should be seen with a different perspective for a sustainable

future. The tourism transport system need tremendous development but consideration of the environment and the wellbeing of the host community are of utmost importance. The responses on various constructs reveals that public transport system which is almost missing out from the scenario of tourism transport need to be taken care of and the tourists' and host should be encouraged in using public transport as a major mode of travel altogether.

Host and the tourist both are the part and parcel of tourism phenomenon and hence it's the responsibility of both parties to respond in a responsible manner to conserve the environment as tourism and environment are supplementary to each other. Own comfort and easy of transport is the primary requirement of everyone during travel but if the same comfort and ease is available through public transport personal mode of travel could be minimized thereby minimizing the environmental impacts caused through tourism transport. Furthermore reduction in emission could lead to decrease in the pressure on roads and the traffic thereby leading to more time for enjoyment and recreation for tourist in the destination visited. The health implications caused due to emission can also be minimized.

To foresee Nainital as a British era tourist destination we need to take care of the destination right now or it'll be too late to begin again. We have witnessed this in the recent past when a part of lower mall road vanished in the lake, the entire traffic plan diminished and the host community has to suffer a lot.

Beware.... Beware.... Beware.... time in knocking your door..... Beware or it'll be too late.

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