

MICHAEL SIDHARTA KIRPAL VÖLK

**Littoral and inland residents' perceptions of tourism impacts,
attitudinal support for tourism development, and intentions
for pro-tourism behaviours in the Algarve region**



**UNIVERSITY OF ALGARVE
FACULTY OF ECONOMICS**

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Master in Tourism Organisations Management

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WORK AUTHORSHIP DECLARATION

I declare to be the author of this work, which is unique and unprecedented. Authors and works consulted are properly cited in the text and are included in the listing of references.

Michael Sidharta Kirpal Völk

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RESUMO

O turismo é um importante motor económico de desenvolvimento, sobretudo nas regiões costeiras do planeta. Por conseguinte, a indústria do turismo concentra-se frequentemente em destinos de praia, o que pode conduzir a um desenvolvimento desigual, com as zonas costeiras a sofrerem de sobrelotação e as regiões do interior a serem negligenciadas.

No domínio do desenvolvimento sustentável do turismo, é essencial compreender as perceções, atitudes e intenções dos vários intervenientes. Neles incluem-se os turistas, as empresas ligadas ao turismo, os operadores turísticos, as entidades públicas e os residentes. É especialmente importante compreender a forma como os residentes percecionam os impactos do turismo e quais as suas atitudes em relação ao apoio do setor, uma vez que o desenvolvimento sustentável do turismo não se obtém sem a participação dos residentes, que convivem com os turistas numa base diária.

Embora investigações anteriores tenham explorado as perceções dos residentes sobre os impactos do turismo, tem sido dada pouca atenção às diferenças geográficas entre as regiões costeiras e interiores. Este estudo visa contribuir para preencher essa lacuna, examinando as diferenças e as semelhanças entre os residentes que vivem em zonas costeiras (litorais) e interiores. Especificamente, pretende-se estudar os impactos turísticos percebidos e se as atitudes em relação ao desenvolvimento turístico diferem entre estes dois grupos. Adicionalmente, procura-se perceber se as diferenças encontradas refletem as diferentes fases de desenvolvimento turístico dos locais de residência analisados.

A investigação centra-se no Algarve, uma região costeira do sul de Portugal, conhecida pela sua indústria turística. Os residentes do litoral algarvio dependem frequentemente do turismo como forma de rendimento, o que pode levar a níveis mais elevados de apoio ao desenvolvimento turístico. Por outro lado, os residentes do interior recebem menos turistas e são menos dependentes economicamente do turismo, o que pode resultar em atitudes diferentes. Compreender estas diferenças é crucial para um planeamento e uma gestão eficazes do turismo.

A literatura existente explora as perceções dos residentes sobre os impactos do turismo, as atitudes em relação ao desenvolvimento do turismo e as intenções de comportamentos pró-turismo. Os residentes têm frequentemente perceções positivas do turismo devido aos

seus benefícios económicos, enriquecimento cultural e melhoria das infraestruturas. No entanto, também reconhecem impactos negativos como o aumento do custo de vida, a homogeneização cultural e a degradação ambiental. As perspetivas, atitudes e comportamentos dos residentes são frequentemente explicados através de teorias e modelos como a Teoria das Trocas Sociais (SET), o Modelo do Ciclo de Vida dos Destinos Turísticos (TALC), o Modelo Irridex e a Teoria da Ação Racional (TRA). Esta investigação utiliza estas teorias e modelos como fundamentação epistemológica.

Com efeito, este estudo tem como objetivo fornecer informações sobre as diferenças e semelhanças nas perceções sobre os impactos do turismo e no apoio dos residentes ao desenvolvimento do turismo entre as regiões costeiras e interiores, utilizando a região do Algarve como objeto de análise. Compreender estas articulações é essencial para o planeamento e gestão do turismo sustentável, tendo em conta os desafios e as oportunidades únicos que caracterizam o litoral e o interior da região.

A região do Algarve é composta por 16 municípios e 67 freguesias, oferecendo paisagens diversas, região costeira, barrocal e serra. Cerca de 38% da região desfruta de um status de conservação ambiental. O litoral estende-se por 200 km, constituindo uma parte significativa da costa portuguesa. Esta região desempenha um papel vital no turismo português, contribuindo substancialmente para as dormidas, a capacidade de alojamento e as receitas nos empreendimentos turísticos nacionais.

Para obter uma compreensão alargada das perspetivas dos residentes, das suas atitudes em relação ao turismo e das suas intenções de o apoiar, foi aplicado um extenso questionário aos residentes do Algarve. As questões abrangeram vários aspetos, incluindo as perceções dos residentes sobre os impactos positivos e negativos do turismo, as suas atitudes em relação ao desenvolvimento do turismo e também as suas intenções para adotarem comportamentos pró-turismo. A recolha de dados ocorreu durante as épocas alta e baixa da atividade turística no Algarve, em 2020/21, abrangendo residentes de todos os municípios do Algarve. A investigação utilizou um método de amostragem estratificado, considerando aspetos como o município, o género e o grupo etário. Após o processamento dos dados, 4.000 observações foram validadas para serem utilizadas nesta investigação, proporcionando uma base sólida para análise. Os inquiridos foram depois divididos entre os que indicaram viver em freguesias litorais e os que afirmaram viver em

freguesias do interior. O método estatístico utilizado para retirar conclusões dos dados foi o Partial Least Squares Structural Equation Modelling (PLS-SEM), através de uma análise multigrupos (MGA).

Os resultados mostram que o efeito das perceções dos residentes sobre os impactos ambientais positivos no seu apoio ao desenvolvimento turístico difere significativamente entre os residentes do litoral e do interior. A região do interior apresenta ligações mais fortes entre as perceções ambientais positivas e o consequente apoio ao desenvolvimento do turismo, o que significa que, se for gerido corretamente no aspeto ambiental, os residentes terão mais probabilidades de apoiar o desenvolvimento do turismo. Por outro lado, as perceções sobre os impactos ambientais positivos revelam não ter impacto no apoio dos residentes do litoral em relação ao desenvolvimento turístico. Este resultado sugere que as regiões se encontram em fases distintas do ciclo de vida dos destinos turísticos, estando o interior na fase de desenvolvimento e o litoral na fase de consolidação.

Além disso, a relação entre os constructos mostra uma forte influência dos impactos económicos no apoio ao turismo em ambos os grupos, provavelmente explicável pelo seu envolvimento na indústria do turismo, com mais de 70% dos respondentes no litoral e 60% no interior a declararem trabalhar no setor. Por último, os valores médios percebidos em relação aos impactos negativos do turismo são superiores no litoral, o que permite supor que aumentam proporcionalmente à intensidade turística.

Os resultados do estudo oferecem perspetivas válidas para a gestão do turismo no Algarve. As recomendações incluem uma gestão pró-ativa dos impactos ambientais positivos, uma avaliação cuidadosa da capacidade de carga para mitigar o excesso de turismo ao longo da linha costeira e um enfoque estratégico no desenvolvimento do turismo sustentável nas regiões do interior. Estes conhecimentos são cruciais para as entidades gestoras do turismo que procuram encontrar um equilíbrio entre a promoção turística e a preservação do meio ambiente.

Palavras-chave: perceções dos residentes sobre os impactos do turismo, apoio ao desenvolvimento do turismo, intenções de adoção de comportamentos pró-turismo, litoral vs interior.

ABSTRACT

This study proposes a model to investigate the relationships between residents' perceptions of tourism impacts (PTIs) and their intentions for pro-tourism behaviours (iPTBs), mediated by their attitudinal support for tourism development (aSTD), as well as exploring the moderating role of the place of residence being littoral or inland. The data for this study consists of 4,000 self-administered questionnaires applied to residents in the Algarve, a Portuguese region, characterized by an intense tourism activity, especially in its coastal area. The proposed model was estimated using Partial Least Squares Structural Equation Modelling (PLS-SEM).

The results indicate that positive PTIs lead to stronger aSTD and consequently to stronger iPTBs. Additionally, the place of residence moderates the results for perceived positive environmental impacts. This indicates that inland residents perceive positive environmental impacts from tourism stronger than littoral residents, and the higher path coefficient towards aSTD suggests, that increased positive environmental impacts through tourism are a reason for more aSTD in inland areas. The study further discusses some theoretical and managerial implications.

Keywords: residents' perceptions of tourism impacts, attitudinal support for tourism development, intentions for pro-tourism behaviours, littoral vs inland.

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ABBREVIATIONS LIST

aSTD	Attitudinal support for tourism development
AVE	Average variance extracted
CMB	Common method bias
HTMT	Heterotrait-monotrait ratio
iPTB	Intentions for pro-tourism behaviour
IR	Inland resident
LI	Littoral/Inland (place of residence)
LR	Littoral resident
MGA	Multigroup Analysis
MICOM	Measurement invariance of composites
NEI	Negative economic impact
NEnI	Negative environmental impact
NPT	Nonparametric permutation test
NSI	Negative sociocultural impact
PEI	Positive economic impact
PEnI	Positive environmental impact
PLS	Partial Least Squares
PSI	Positive sociocultural impact
PTIs	Perceptions of tourism impacts
RTA	Região Turismo do Algarve – Algarve Regional Tourism Board
SEM	Structural Equation Modelling
SET	Social Exchange Theory
TALC	Tourism Area Life Cycle
TD	Tourism development
TRA	Theory of Reasoned Action

1. INTRODUCTION

Tourism is a highly significant socio-economic phenomenon (Sharpley, 2022; UNWTO, 2022). Especially in coastal destinations, the focus is on the sun, sea, and sand tourism and only sparsely on promoting the further existing landscape diversity (Samora-Arvela et al., 2020). This can result in unequal geographical development, leading to overtourism in saturated coastal areas and undertourism in the inland of destinations (Blanco-Romero & Blázquez-Salom, 2021). The European Regional Development Fund provides financial support to reduce regional disparities and promote sustainable development by supporting regions that are behind in development (European Parliament & Council of the European Union, 2021). Thus, it is beneficial to identify these spaces and in which dimensions (economic, sociocultural, or environmental) they are trailing behind the more developed areas of a region.

With the intention to make destinations more sustainable, it is crucial to consider the perceptions, attitudes, and intentions of the stakeholders (Ribeiro et al., 2017; Liu et al., 2022). Those interest groups include the tourists, small and medium tourism enterprises, tour operators, the public sector, the government bodies, and the host population (Buhalis, 2000). As such, residents' perspectives of tourism have been in the focus of many current and past researchers (Pizam, 1978; Sharpley, 2014; Rasoolimanesh et al., 2017; Liu et al., 2022). They deem it imperative to thoroughly examine residents' perceived tourism impacts (PTIs) and their ensuing attitudes and intentions to support tourism.

There is little research that highlights the differences and contrasts between littoral and inland (LI) areas in the tourism context. Notable exceptions include Sarrión-Gavilán et al. (2015), Romero et al. (2020), and Blanco-Romero & Blázquez-Salom (2021). Emphasis is also given to the importance of diversifying “non-coastal tourism products” by Samora-Arvela et al. (2020, p.1) who suggest a stronger development of competitive tourism offers in the inland and therein create an alternative offer for tourists that visit beach destinations.

With previous research having focused on residents' PTIs (Sharpley, 2014), community participation (Rasoolimanesh et al., 2017), community satisfaction and commitment (Gursoy et al., 2019), as well as the subjective well-being of residents (Tam et al., 2022), this dissertation, written in a paper format, intends to expand the existing knowledge by analysing differences and similarities of littoral and inland residents of a tourism

destination. Are the PTIs and the resulting attitudinal support for tourism development (aSTD) the same or different for LI and could those differences point towards a different stage in tourism development (TD) according to the Tourism Area Life Cycle Model (TALC) by Butler (1980)? To date, there is no evidence of comparisons of residents' PTIs between littoral and inland areas of an entire region, apart from Borges et al. (2022) who report that coastal municipalities' residents of Alentejo, Portugal, perceive more negative impacts of TD than residents from the inland.

Therefore, and expanding on geographical tourism research by Sarrión-Gavilán et al., (2015), Samora-Arvela et al., (2020) and Blanco-Romero & Blázquez-Salom (2021), this dissertation will analyse the PTIs of residents in the southern coastal region of Portugal, the Algarve. Since a large share of littoral residents (LR) of the Algarve rely directly or indirectly on their income sourced through tourism (AlgSTO, 2023), their aSTD and intentions for pro-tourism behaviours (IPTBs) are likely to be higher (Perdue et al., 1987, 1990; Ribeiro et al., 2017) than of those residents who live in the inland (IR) and receive less tourists and thus have less economic dependency on tourism.

On the other hand, Kwon & Vogt (2010) observed that residents of less developed areas have more positive attitudes about tourism-related economic growth, possibly because TD is at an earlier stage and residents are more euphoric since tourism is only just developing (see: Doxey, 1975 and Butler, 1980). Although the Algarve was identified as a destination in stagnation (Romão et al., 2013) with large urban concentrations at the coast in the main tourism centres (PMETA, 2021), many diversifying efforts such as golf tourism, birdwatching, and nature tourism, as well as many sport and cultural facilities (AlgSTO, 2023), give reason to identify the Algarve as a destination in consolidation.

By testing a set of hypotheses using Partial Least Squares Structural Equation Modelling (PLS-SEM), this research can work as a policy resource and guidance for tourism and destination managers, tourism planners and politicians of the respective LI municipalities and parishes studied in this research. At the same time, it can be helpful for all the stakeholders involved in the tourism sector. It is crucial that they know and consider residents' perspectives, since they are the ones who contact with tourists daily and tourism growth cannot be sustainable without residents' support (Eslami et al., 2019; Huo et al., 2023).

2. LITERATURE REVIEW

2.1 Residents' perceptions of tourism impacts

Tourism is a social, cultural, and economic phenomenon (UNWTO, 2022). The development of tourism is widely recognized as a key set of economic activities that can significantly contribute to the growth of local economies (Ko & Stewart, 2002). Residents are important stakeholders in tourism destinations (Buhalis, 2000; Wang et al., 2022), and as such, their perceptions and opinions are important to be considered. Extensive research has been done since the 1970s, to understand residents' PTIs and the accompanying complexities on host communities (Sharpley, 2014; Tam et al., 2022). Notable studies that have greatly contributed to this field of research include Pizam (1978), Ap (1992), Andereck et al. (2005), Sharpley (2014), Ribeiro et al. (2020), Liu et al. (2022), and Šegota et al. (2022). Consequently, residents' PTIs have become one of the most extensively studied areas within tourism literature in recent decades (Sharpley, 2014). Emphasis must be given to the fact that it is the study of "residents' perception of impacts of tourism" rather than studying the "actual impacts" of tourism (Pizam, 1978, p.8).

Understanding the attitudes of local communities towards TD is critical for the success and sustainability of tourism in the destinations (Gursoy et al., 2010; Huo et al., 2023). Further, the UNWTO (2022) believes that tourism can help to accomplish all 17 Sustainable Development Goals. To effectively work towards these goals, tourism researchers (e.g., Rasoolimanesh et al., 2017; Šegota et al., 2017; Kuščer & Mihalič, 2019; Şorcaru et al., 2022) acknowledge the significance of considering residents' perceptions of TD to gather their support. The study of residents' PTIs should be divided into the economic, social, and environmental dimensions, as is also suggested by the UNWTO (2022) for general tourism studies and collection of data.

Residents' attitudes towards tourism are linked to how they perceive tourism "in terms of expected benefits or costs obtained in return for the services they supply" (Ap, 1992, p.669). Residents are inclined to endorse TD if they think that the positive effects (benefits) outweigh the possible negative effects (costs) (Ko & Stewart, 2002; Gursoy et al., 2010; Lee, 2013; Liu et al., 2022). For a successful TD and operation, it is therefore necessary to study and understand residents' PTIs (Andriotis & Vaughan, 2003; Perdue et al., 2004).

Theoretical approaches on residents' attitudes to tourism primarily rely on the Social Exchange Theory (SET), as well as the TALC Model, Doxey's Irridex Model, and the Theory of Reasoned Action (TRA) (Nunkoo et al., 2013). According to Nunkoo et al. (2013), SET gained traction in tourism research following a study by Perdue et al. (1987). The theory, employed in numerous research papers (e.g., Andereck et al., 2005; Rasoolimanesh et al., 2015; Gannon et al., 2020; Woosnam et al., 2021; Şorcaru et al., 2022; Tam et al., 2022), has become popular for recognising that a host community is made up of different types of people who may have different views on tourism depending on how they see the industry's benefits and costs (Nunkoo et al., 2013). It can explain both positive and negative perceptions and may contribute to study the relationships at the individual or collective level (Ap, 1992).

The TALC Model, introduced by Butler (1980), posits that any tourism destination undergoes several phases such as exploration, followed by involvement, development, and consolidation, and may end in stagnation, which may result in decline or rejuvenation by finding new touristic resources. Doxey's Irridex Model (Doxey, 1975) asserts that when TD reaches or surpasses saturation, a community cannot provide services to the growing number of tourists without building more facilities, thus reaching the 'irritation' stage (Scheikhi, 2016).

Finally, TRA (Fishbein & Ajzen, 1975) proposes a sequence of "belief, attitude, intention, and behaviour" to be responsible for people's actions. TRA suggests that individuals follow a process of gathering information, evaluating it, and then reaching a decision (Ribeiro et al., 2020a). This widely accepted theory (Chen & Raab, 2012) has been used in numerous tourism studies (Lepp, 2007; Chen & Raab, 2012; Ribeiro et al., 2020b), reasoning that attitudes lead to intentions, ultimately influencing behavioural support.

Tourism scholars (e.g., Allen et al., 1988; Lankford & Howard, 1994) claim that the "balance of residents' perceptions of the costs and benefits of tourism" (Andriotis & Vaughan, 2003, p.172) is a crucial determinant in tourist satisfaction and hence necessary for the success of the tourism industry. Planning for tourism should be guided directly by residents' opinions and attitudes (Ap, 1992), and "resident responsive tourism" planning (Vargas-Sánchez et al., 2009, p.373) has been deemed to be the optimal involvement (see also: Ap, 1992; Lankford & Howard, 1994; Almeida-García et al., 2016). While it is possible that residents will stop supporting tourism if they feel that the disadvantages

outweigh the advantages (Lawson et al., 1998), there is little empirical evidence for that (Sharpley, 2014). Some studies (e.g., Rasoolimanesh et al., 2017) even demonstrate that negative PTIs can coexist with the support for TD.

Research regarding residents' PTIs predominantly concludes that locals have generally positive perceptions. Residents tend to feel that tourism provides them more economic, sociocultural, and environmental benefits than costs (Andereck & Vogt, 2000), and they are more likely to show supportive tourism behaviours if the perceived benefits from tourism outweigh the negative ones (Stylidis et al., 2014). The overall positive perceptions of tourism observed in research might result from research focusing on communities that anyhow succeeded in implementing beneficial tourism for the area (Andereck & Vogt, 2000).

2.1.1 Perceived positive impacts

Residents' positive PTIs are mostly due to its effects on the economy (Perdue et al., 1990; Nunkoo & Gursoy, 2012; Almeida-García et al., 2015, 2016; Gursoy et al., 2019). Numerous studies have shown that residents appreciate the fact that tourism brings income to the destination. Tourism can create jobs, a good business environment, encourage investments, and raise the salary of residents (Nunkoo & Ramkissoon, 2011; Stylidis et al., 2014; Rasoolimanesh et al., 2015; Ribeiro et al., 2017; Şorcaru et al., 2022).

Tourism, being a social phenomenon (Smith, 2015; Sharpley, 2022) that results from "movements of people to, and stays in, various destinations" (Vanhove, 2016, p.953), has the potential to bring attention to local communities and their cultures, promote cultural identity, draw attention to cultural richness and uniqueness, and protect the authenticity of traditions, as well as promote cross-cultural dialogue and mutual education (Smith, 2015).

Additionally, it may improve community infrastructures and raise the living standards of the community (Andereck & Vogt, 2000; Ko & Stewart, 2002; Andereck et al., 2005; Nunkoo & Ramkissoon, 2011). Furthermore, in certain destinations, tourism may also be viewed as a way of improving natural resource preservation (Ko & Stewart, 2002; Šegota et al., 2017; Şorcaru et al., 2022).

2.1.2 Perceived negative impacts

Conversely, tourism may also lead to higher prices of living since it makes goods and services more expensive (Stylidis & Terzidou, 2014; Almeida García et al., 2015; Šegota et al., 2017). At the same time, in some places, too much reliance on the tourism industry makes locals concerned about the lack of economic diversity (Nunkoo & Gursoy, 2012). Residents who depend on the tourism industry for their income can be at risk of losing their jobs during the off-season, especially in highly seasonal regions (Almeida-García et al., 2015) or due to unforeseeable events like the Covid-19 pandemic, which lead to an estimated loss of 174 million tourism-related jobs (WTTC, 2020).

Additionally, tourism can lead to the loss of local customs and the notion of cultural identity and increased crime rates (Rasoolimanesh et al., 2015; Almeida-García et al., 2016; Ribeiro et al., 2017). Cultural standardisation, where locals emulate the behaviours of visitors, is also a possible negative sociocultural impact of tourism, as are manufactured authenticity and the commercialization of rituals and customs like the adaptation of arts and crafts for sale (Smith, 2015).

Finally, tourism can also be a risk to the environment, by increasing noise and environmental pollution, littering, overcrowding areas, and congesting roads (Dyer et al., 2007; Nunkoo & Gursoy, 2012; Stylidis et al., 2014; Şorcaru et al., 2022).

2.2 Attitudinal support for tourism development

Attitudes designate a person's positive or negative feelings about a certain "psychological object" (Ajzen & Fishbein, 2000, p.16) and are thought to predict and explain behaviour, where positive attitudes are linked to tendencies to approach this object, while negative attitudes are linked to rather avoiding it. Fishbein & Ajzen (1975) stress on the theoretical significance of studying attitudes by arguing that attitude is linked to behaviour. This implies that a sympathetic attitude towards tourism could result in behaviours that are advantageous for tourism, like locals getting involved in TD and protecting the resources that it depends on (Lepp, 2007).

The relationship between residents' PTIs and their support for TD is the subject of an extensive body of literature (Gursoy et al., 2010; Nunkoo & Gursoy, 2012; Nunkoo & So, 2016; Şorcaru et al., 2022). Tourism policymakers and planners need to recognize

how the presence of tourism impacts local communities to count on their support for TD (Tam et al., 2022). When residents feel attached to their community, they will be more likely to perceive the economic, sociocultural, and environmental benefits derived from tourism which, in turn, results in a support for sustainable TD (Eslami et al., 2019). Participating in the TD process can expand residents' understanding of the benefits and costs of tourism, thus influencing their support for tourism growth (Rasoolimanesh et al., 2017; Huo et al., 2023). Residents' positive PTIs were found to predict their support, while negative PTIs did not seem to have a substantial impact (Nunkoo & So, 2016).

The term 'support for tourism development/activity' is often used very broadly. It can be claimed that "residents' support" (Plaza-Mejía et al., 2020, p.2) is an umbrella word that might refer to residents' attitudes, but equally to residents' intentions or behaviours. Erul et al. (2020) use the term attitudinal support to refer to residents that support TD. As highlighted by Plaza-Mejía et al. (2020), existing research focuses mainly on attitudinal support (e.g., Lankford & Howard, 1994; Vargas-Sánchez et al., 2015; Woosnam et al., 2018; Ribeiro et al., 2020b), while the actual support (e.g., Lee, 2013; Erul & Woosnam, 2022) receives only limited attention. This study intends to contribute to the body of knowledge, by investigating residents' attitudinal support for tourism development.

Following residents' PTIs and their effects on aSTD the first research hypotheses are presented:

Hypothesis 1a-c: There is a positive relationship between residents' positive perceptions of economic (1a), sociocultural (1b) and environmental (1c) tourism impacts and aSTD.

Hypothesis 2a-c: There is a negative relationship between residents' negative perceptions of economic (2a), sociocultural (2b) and environmental (2c) tourism impacts and aSTD.

2.3 Intentions for pro-tourism behaviours

The necessity to consider pro-tourism behaviours arises from the study of PTIs on the economic, social, and environmental viewpoints which usually focus on positive and/or negative perceptions (Liu et al., 2022). Most researchers put emphasis on residents' behavioural intentions rather than their actual behaviour to support TD (Liu et al., 2022;

Nunkoo & Gursoy, 2012; Sharpley, 2014), with the studies conducted by Lee (2013) and Erul & Woosnam (2022) being two notable exceptions. This research focuses on the intentions for pro-tourism behaviours – intentions representing the subjective probability, that a person will have a certain behaviour (Fishbein & Ajzen, 1975).

Residents' attitudes towards tourism are one of the pointers of how appropriately tourism is managed (Lepp, 2007) and having a favourable attitude towards tourism may result in pro-tourism behaviours such as local participation in TD, conservation of the resources on which tourism is based on (Dyer et al., 2007; Lepp, 2007), as well as nurturing positive relationships with tourists (Ribeiro et al., 2017; Erul et al., 2020; Joo et al., 2021). It is assumed that intentions represent the reasons that lead to actual behaviour (Vogt et al., 2005). Intentions for pro-tourism behaviours refer to residents' willingness and readiness to engage in behaviours that support and promote tourism (Homsud, 2017; Ribeiro et al., 2017; Liu et al., 2022).

The effects of PTIs on IPTBs have been studied for instance on the Cape Verde Islands (Ribeiro et al., 2017) and for the China-Pakistan economic corridor (Nazneen et al., 2021). Results show that positive PTIs lead to an increase of IPTBs, while negative ones lead to a decrease of IPTBs (Liu et al., 2022). Since aSTD was found to contribute significantly to IPTBs (Homsud, 2017), the following hypotheses are formulated:

Hypothesis 3: Residents' aSTD has a direct effect on IPTBs.

Hypothesis 4: Residents' aSTD mediates the relation between perceived tourism impacts and IPTBs.

2.4 The moderating role of place of residence

The economic, sociocultural, and environmental influence of tourism can also be studied from a geographical angle (Pearce, 1979), and spatial implications in tourism have been researched by many authors (e.g., Matley, 1976; Pearce, 1979; Mitchell & Murphy, 1991; Gibson, 2008; Hall & Page, 1999, 2009). When thinking about TD, it is impossible to discount the role of factors like climate, geography, scenery, and water (Matley, 1976), since almost every part of a tourism experience is shaped by the physical environment. This is one of the reasons why some areas in a destination receive more visitors than others.

Therefore, the area of residence can be an influential factor to residents' PTIs (Rasoolimanesh et al., 2017; Gursoy et al., 2018; Borges et al., 2022). Even though a meta-analysis of residents' PTIs on their attitudes towards TD (Gursoy et al., 2018) found that the strength of the relationship between perceived benefits and support for TD was consistent across studied regions regardless of the destinations' level of TD, there were significant differences between regions in the strength of the negative relationship between perceived costs of tourism and the resulting decline in support for its development. This indicates that the impact of perceived costs can vary, depending on the level of TD of the destination where residents live, and therefore lead to a stronger loss in support in more strongly developed destinations (Gursoy et al., 2018).

Allen et al. (1988) argued that residents' perceptions turn more negative when TD progresses. Vargas-Sánchez et al. (2011) presented similar findings, stating that increased levels of TD lead to a decrease of positive attitudes towards tourism, which is supported by the TALC Model (Butler, 1980). An excessive increase in TD can lead to overtourism (Butler & Dodds, 2022; García-Buades et al., 2022), which has high potential to occur in "coastal, islands and rural heritage sites" (Peeters et al., 2018, p.16). Parts of the Algarve region are in the consolidation phase (Butler, 1980; Romão et al., 2013), currently being affected by an intensive tourism pressure, especially in the high season (see: Peeters et al., 2018, pp. 141-147). Overtourism can occur in any of the TALC stages of the destination (Butler, 2019) since the carrying capacity of a given destination is very central to the TALC Model (Wall, 1982).

It is worth noting that much of the research concerning residents' PTIs was conducted in coastal regions (Dyer et al., 2007; Gursoy et al., 2010; Almeida-García et al., 2016; Eusébio et al., 2018; Gursoy et al., 2019; García-Buades et al., 2022). Less attention was given to inland (Eusébio & Carneiro, 2010) or rural (Perdue et al., 1987; Wang & Pfister, 2008; Rasoolimanesh et al., 2017; Ribeiro et al., 2020b) and urban destinations (Andriotis & Vaughan, 2003; Ribeiro et al., 2020a). Only few researchers make contrasts of urban vs rural destinations (Rasoolimanesh et al., 2017) and to date just one non-published study compares littoral to inland residents' PTIs, reporting that coastal municipalities' residents of Alentejo region, Portugal, perceive more negative impacts of TD than residents from the inland (Borges et al., 2022).

A previous study in Andalucía, Spain (Sarrión-Gavilán et al., 2015), classified the coastal municipalities as *littoral* (municipalities) and the remaining as *inland*. The strategic marketing plan by the Algarve Regional Tourism Board (RTA) also uses the terms littoral and interior (PMETA, 2021) to refer to existing asymmetries in touristic offers in the Algarve. Proposed geographic zonings of the Algarve are given by Samora-Arvela et al. (2020), that present a division in ten different zones as well as by the RTA (PMETA, 2021) which zones the Algarve in *litoral* (coast), *barrocal* (central Algarve) and *serra* (mountain area in the north Algarve).

Understanding that the place of residence was found to influence PTIs due to different tourism intensities and that the effect of PTIs on aSTD may be larger in an urban vs a rural context (Rasoolimanesh et al., 2017), leads to the formulation of the last hypothesis:

Hypothesis 5: Place of residence, Littoral or Inland (LI) moderates the relationships between PTIs and aSTD.

3. RESEARCH METHODOLOGY

3.1 Study site

The Algarve, the southernmost region of Portugal, was chosen as the location for this research. The region has 16 municipalities and 67 parishes that make up the *litoral*, *barrocal*, and *serra*, where around 38% of the total area has environmental conservation status (PMETA, 2021). The coastline has an extension of 150 km on the southern end and 50 km to the west, constituting roughly 25% of the coast of Portugal. The Algarve region is the main tourism destination of the country with 27.5% of overnight stays and 33.4% of bed capacity, and it is the second strongest contributor (30.1%) to the net hotel revenues in the country, closely following the Lisbon Metropolitan Area (INE, 2023). The total population is made up of 467,343 inhabitants (INE, 2021).

The RTA is the responsible entity for marketing the touristic resources of the region (PMETA, 2021). The sun and beach product, for which the Algarve received the European Leading Beach Destination award nine times and the World Leading Beach Destination award in 2020 and 2021 (World Travel Awards, 2023), receives the main marketing efforts.

3.2 Research instrument and measurement of constructs

The dataset used for the analysis and interpretation of the findings originates from a questionnaire that consists of 43 questions, grouped into several sections, including the herein used constructs of residents' PTIs, the aSTD, and iPTBs. The questionnaire was written and provided to residents in Portuguese. An English version of the questionnaire is included in Appendix A.

The PTIs are reflected in six constructs (see: Figure 3.2 and Table 4.2) that are measured with a total of 27 items, building on research by authors such as Perdue et al. (1990), Almeida-García et al. (2016), and Ribeiro et al. (2017). The construct aSTD is measured with five items that follow the work of Lankford & Howard (1994), Wang & Pfister (2008), Vargas-Sánchez et al. (2015), and Woosnam et al. (2018). Finally, the construct iPTB consists of four items that have been previously used by Homsud (2017) and Ribeiro et al. (2017). The attitudinal and intentional perspectives towards the approach of residents' support (Plaza-Mejía et al., 2020) are reflected by the constructs of aSTD and

iPTB, which can result in behavioural support (Fishbein & Ajzen, 1975). All the items were measured using a five-point Likert scale, where 1 corresponds to strongly disagree and 5 to strongly agree.

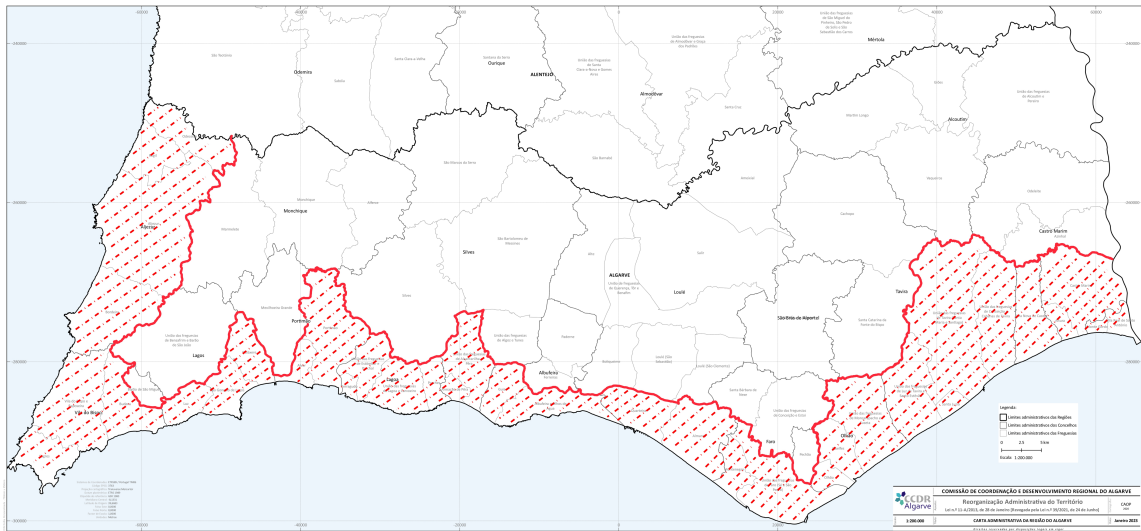
3.3 Survey method and sample size

The data collection for this study took place during both the high and low seasons of tourism activity in the Algarve, in 2020/21. The questionnaires were anonymously filled out by residents from all municipalities in the Algarve, employing a stratified sampling method based on gender and age group, within the RESTUR project (RESTUR, 2023).

The dataset presents a total of 4,026 observations. Since the data is analysed by the moderating variable LI, all observations that have 'parish' as a missing variable were deleted, leaving a dataset of 4,000 observations. The data was collected by the smallest possible territorial division in Portugal – *freguesias*, thus it is possible to consider all parishes that have a coast to be *littoral*, while the rest of the parishes can be considered as *barrocal* and *serra*, and, as such, *inland*.

Most of the population of the Algarve lives in coastal proximity, resulting in an uneven split of the dataset. Of the 4,000 residents who responded to the questionnaire, 3,138 (78.5%) were considered LRs, and 862 (21.6%) were IRs. Following results of the Portuguese census, the population of littoral parishes make up 74% of the Algarve residents, while inland residents make up 26% (Censos, 2021). The littoral parishes are highlighted on a map of the Algarve (Figure 3.1).

Figure 3.1: Littoral and inland Algarve



Note: The red colour represents the coastal/littoral parishes, while the white colour represents the inland parishes.

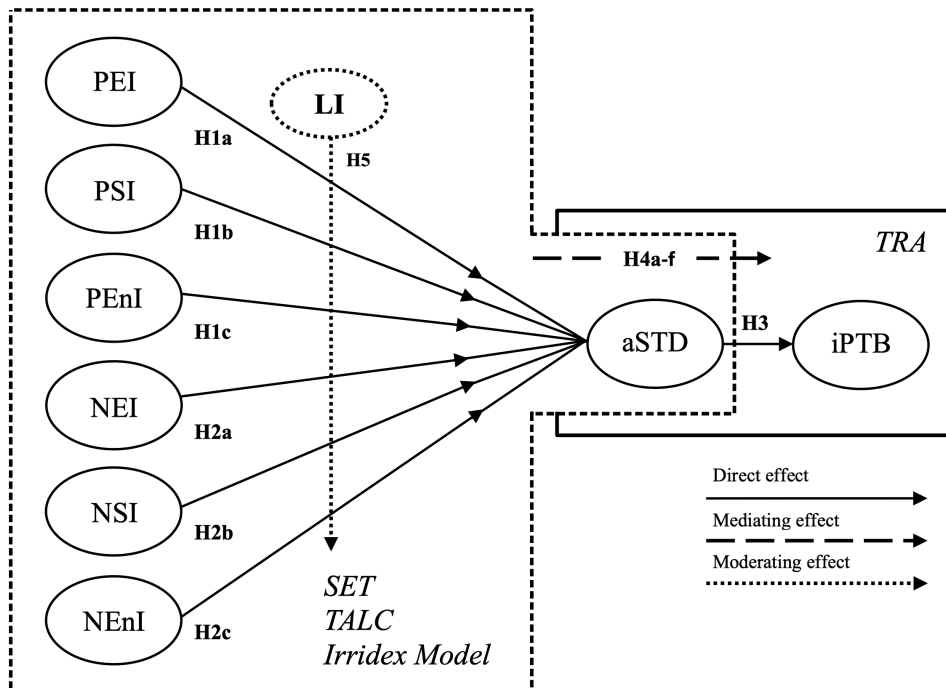
Source: CCDR Algarve (2023), adapted by the author for this research.

3.4 Data analysis

Before commencing the statistical analysis and testing of the proposed model, a descriptive analysis of the sample is conducted by LI, including the sociodemographic variables gender, age, educational level, and marital status. The next step is to evaluate the measurement model for its reliability and validity in relation to the constructs (Hair et al., 2022). This entails evaluating the relationships between the constructs and the items associated to them. Internal consistency reliability and convergent validity are frequently examined using three main coefficients: composite reliability (CR), average variance extracted (AVE), and Cronbach's α . Those results are presented for the constructs PTIs, aSTD, and iPTB. The software used for the analysis is SPSS 28 and SmartPLS 4 (Ringle et al., 2022).

The PLS-Multigroup Analysis used in this study and depicted in Figure 3.2 reflects the relationships between eight constructs: the ones that capture positive residents' PTIs such as the positive economic impacts (PEI), positive sociocultural impacts (PSI), and positive environmental impacts (PEnI) as well as residents' negative PTIs which are the negative environmental impacts (NEI), negative sociocultural impacts (NSI), and negative environmental impacts (NEnI). The remaining two constructs are the mediator aSTD and the outcome variable iPTB.

Figure 3.2: Research model and hypotheses



Notes: the model depicts the direct effects of PTIs on aSTD and direct effects of aSTD on iPTB, the moderating role of LI on the relationships between PTIs and iPTB as well as the mediating role of aSTD between PTIs and iPTB. The theories and models SET, TALC Model, the Irridex Model and TRA are used as theoretical foundations.

Source: Own elaboration.

Using Multigroup Analysis (MGA) (Henseler et al., 2016; Rasoolimanesh et al., 2017), LI is introduced and tested as a moderator between PTIs and aSTD to study the differences between LRs and IRs. Since all constructs were measured using the same five-point Likert scale, respondents may have been inclined to give similar replies to all questions. This could be a significant source of common method bias (CMB) that skews the ensuing results (Fuller et al., 2015). To identify a potential CMB problem, SPSS 28 is used to conduct a factor analysis that considers all items using principal axis factoring with a fixed number of factors (1). Harman's one factor test (Podsakoff & Organ, 1986) should typically present a threshold of 50% for the percentage of variance, associated with the first factor (Fuller et al., 2015).

When evaluating the reliability of a model, the loading of each indicator on its related construct must be evaluated and compared to a standard. In general, for indicator reliability to be deemed adequate, the factor loading should be higher than 0.708 (Hair et al., 2022). The CR coefficient is also used for assessing construct reliability and should

be higher than 0.70 to establish internal consistency, as well as Cronbach's α values, which should surpass a 0.70 threshold (Hair et al., 2022).

To determine whether the constructs are different from one another, discriminant validity needs to be assessed (Hair et al., 2022). This is done with the measurement of the Fornell-Larcker Criterion, as well as the heterotrait-monotrait ratio (HTMT). Fornell-Larcker compares the square root of the AVE with the correlations between the constructs where all correlations should have lower values than the square root of the AVE (Fornell & Larcker, 1981). The HTMT ratio measures the ratio of the between-constructs correlations to the within-constructs correlations, and a threshold of 0.90 is suggested when constructs are conceptually similar (0.85 when constructs are conceptually different) (Henseler et al., 2015; Hair et al., 2022).

Before testing the research hypotheses, the measurement invariance is tested using the measurement invariance of composites method (MICOM) (Cheah et al., 2023; Henseler et al., 2016), which involves three steps: (a) configural invariance (i.e., equal parameterization and way of estimation), (b) compositional invariance (i.e., similar composite scores), and (c) equality of composite mean values and variances (Henseler et al., 2016; Rasoolimanesh et al., 2017).

As a last step, the hypotheses are tested by observing the sign (positive or negative) and the statistical significance of the path estimates between the constructs, obtained via bootstrapping (Hair et al., 2022). To test the moderation effect of LI, an MGA is implemented, employing a nonparametric permutation test (NPT) wherein observations are randomly shuffled across the groups to re-estimate the model and produce a test statistic to assess the differences (Cheah et al., 2023).

4. RESULTS

4.1 Sociodemographic characteristics of the sample

The sample profile is presented in Table 4.1. The data indicates that males are slightly outnumbered by females and that most of the respondents are between 25-64 years old, making up 77.6% of the sample. Nearly half of residents have secondary education and about a third have higher education. Half of the sample is married or living as a couple while about a third is single. Apart from the economic involvement in tourism being higher for LRs compared to IRs (70.2% vs 59.0%), there are no substantial differences between the groups.

Table 4.1: Profile of respondents

Characteristics	Frequency	(%)	Frequency	(%)
	LRs (n=3,138)	(78.5%)	IRs (n=862)	(21.5%)
Gender				
Male	1,467	(46.7%)	447	(51.9%)
Female	1,671	(53.3%)	415	(48.1%)
Age				
18-24	350	(11.2%)	71	(8.2%)
25-64	2,435	(77.6%)	668	(77.5%)
≥ 65	353	(11.2%)	123	(14.3%)
Level of education				
Middle school (year 9)	646	(20.8%)	225	(26.4%)
Secondary education	1,493	(48.1%)	387	(45.4%)
Higher education	966	(31.1%)	240	(28.2%)
Marital status				
Single	1,085	(35.3%)	267	(31.9%)
Married	1,597	(52.0%)	459	(54.8%)
Divorced	313	(10.2%)	83	(9.9%)
Widowed	78	(2.5%)	28	(3.3%)
Economic Involvement in Tourism				
No	924	(29.8%)	347	(41.0%)
Yes	2,174	(70.2%)	500	(59.0%)

Source: Own elaboration.

Mean values for the constructs and items for LI residents are shown in Table 4.2. The results suggest that residents' perceptions of PEI are generally high, but LRs perceive economic impacts more positively than IRs. No differences can be observed for PSI. One

outstanding result is PEnI which is the only construct of positive PTIs which has mean values below 3 for both groups and lower mean values for LRs. All negative PTIs present higher values for LRs. Additionally, aSTD and iPTBs are slightly higher for LRs while presenting similar mean values averaging around 4 for both constructs among LI. CMB values for littoral are 23.18% and 24.25% for the inland dataset. Those values lie below the 50% threshold, and as such, CMB is not deemed to be of concern.

4.2 Model assessment using PLS-SEM

4.2.1 Evaluation of the model and invariance measurement for LI

The final set of 36 items measuring each construct is detailed in Table 4.2. In total, 27 variables were deleted from the initial set of 63 since their factor loadings were below 0.708 (Hair et al., 2022). Keeping these items in the model would compromise the individual reliability of the construct and its convergent validity (Hair et al., 2022). Only two items (PSI3 for IRs and NEI1 for LI) present values slightly below that. They were retained, given the constructs' content validity and the fact that the loadings were very close to the threshold value. These results suggest that the measurement models are reliable.

Table 4.2: Assessment of the measurement model

Construct/ Associated Items	Littoral						Inland					
	Mean	SD	Loading	CR	AVE	α	Mean	SD	Loading	CR	AVE	α
Positive economic impacts	4.22	0.58			0.903	0.651 0.865	4.08	0.62			0.914	0.680 0.882
PEI1: Employment opportunities	4.34	0.68	0.791				4.12	0.79	0.822			
PEI2: Business for locals	4.19	0.77	0.800				4.07	0.76	0.839			
PEI3: New services	4.18	0.68	0.826				4.04	0.70	0.822			
PEI4: New local econ. activity	4.26	0.67	0.842				4.13	0.69	0.841			
PEI5: Attracts investments	4.12	0.76	0.771				4.03	0.77	0.797			
Positive sociocultural impacts	3.57	0.67			0.834	0.557 0.740	3.56	0.68			0.841	0.570 0.750
PSI1: Stimulates culture	3.62	0.90	0.729				3.58	0.93	0.769			
PSI2: Preserves culture	3.24	0.95	0.763				3.31	0.93	0.822			
PSI3: Cultural exchange	3.60	0.88	0.730				3.58	0.85	0.686			
PSI4: Recognition/prestige	3.83	0.83	0.762				3.76	0.84	0.736			
Positive environmental impacts	2.85	0.78			0.906	0.615 0.875	2.95	0.75			0.903	0.608 0.871
PEn11: Protects environment	2.56	0.96	0.774				2.69	0.90	0.734			
PEn12: Protects heritage	2.79	0.99	0.805				2.92	0.95	0.799			
PEn13: Public infrastructure	2.91	1.02	0.803				2.99	0.99	0.803			
PEn14: Road signage system	3.15	0.99	0.776				3.22	0.98	0.773			
PEn15: Clean public spaces	2.93	1.05	0.798				3.01	0.99	0.824			
PEn16: Environmental awareness	2.79	0.95	0.748				2.88	0.92	0.739			

Table 4.2: Assessment of the measurement model (continued)

Construct/ Associated Items	Littoral						Inland							
	Mean	SD	Loading	CR	AVE	α	Mean	SD	Loading	CR	AVE	α		
Negative economic impacts	2.92	0.92			0.810	0.685	0.589	2.70	0.88			0.786	0.661	0.635
NEI1: Businesses are for tourists	3.13	1.08	0.690				2.79	1.03	0.586					
NEI2: Reduced traditional trade	2.71	1.11	0.946				2.61	1.03	0.990					
Negative sociocultural impacts	2.84	0.79			0.887	0.566	0.847	2.65	0.77			0.896	0.591	0.861
NSI1: Change of traditions	2.83	1.02	0.703				2.69	0.97	0.759					
NSI2: Loss of tolerance	2.55	0.94	0.738				2.47	0.89	0.774					
NSI3: Increased stress	3.27	1.10	0.741				3.01	1.05	0.747					
NSI4: Conflicts with tourists	2.77	1.00	0.803				2.62	0.97	0.819					
NSI5: Suffer from tourism	2.89	1.13	0.787				2.65	1.07	0.774					
NSI6: Overcrowded municipality	2.73	1.10	0.739				2.44	1.04	0.735					
Negative environmental impacts	3.20	0.83			0.870	0.625	0.805	3.09	0.84			0.883	0.653	0.826
NEnI1: Deteriorating environment	3.15	1.00	0.784				3.02	1.00	0.835					
NEnI2: Occupation of nat. areas	3.52	0.99	0.761				3.41	1.00	0.763					
NEnI3: Less access to nature	2.91	1.09	0.828				2.83	1.06	0.814					
NEnI4: Change of landscape	3.23	1.09	0.790				3.10	1.07	0.819					
Attitudinal support for tourism development	3.99	0.65			0.915	0.684	0.883	3.93	0.61			0.916	0.685	0.884
aSTD1: Remain tour. destination	4.16	0.71	0.849				4.08	0.68	0.861					
aSTD2: Promote destination	4.12	0.76	0.873				4.03	0.71	0.875					
aSTD3: Impacts are positive	3.95	0.77	0.818				3.94	0.71	0.842					
aSTD4: Support tourism	4.02	0.75	0.856				3.90	0.73	0.798					
aSTD5: New tourism facilities	3.68	0.95	0.730				3.69	0.85	0.758					
Intentions for pro-tourism behaviours	4.08	0.64			0.920	0.743	0.884	3.97	0.64			0.914	0.726	0.873
iPTB1: Protect resources	4.08	0.74	0.790				3.97	0.74	0.810					
iPTB2: Be hospitable	4.10	0.71	0.900				3.98	0.75	0.883					
iPTB3: Provide information	4.17	0.69	0.900				4.08	0.70	0.893					
iPTB4: Promote municipality	3.94	0.82	0.854				3.84	0.82	0.819					

Note: SD – Standard Deviation, CR – composite reliability, AVE – average variance extracted, α – Cronbach’s α ; Scale: 1 – strongly disagree; 5 – strongly agree.

Source: Own elaboration.

All constructs in the PLS path models show a CR value higher than 0.7 (see: Table 4.2), indicating strong reliability. Additionally, the constructs effectively explain the variance of their indicators, as reflected in AVE values surpassing the critical threshold of 0.5. Except for the constructs of NEI in LI, all Cronbach’s α values exceed the 0.7 threshold (Hair et al., 2022).

Demonstrating discriminant validity, the square root of each construct’s AVE in Table 4.3 surpasses the absolute values of the correlations between the constructs (Fornell & Larcker, 1981). The assessment of the HTMT criterion further confirms discriminant validity as all values are below the conservative threshold of 0.85 (Henseler et al., 2015), suggesting that the constructs are empirically distinct (Hair et al., 2022).

Table 4.3: Assessment results of discriminant validity

Con-structs	PEI	PSI	PEnI	NEI	NSI	NEnI	aSTD	iPTB
	Littoral							
PEI	0.807 ^a							
PSI	0.409 0.501 ^b	0.746 ^a						
PEnI	0.211 0.241 ^b	0.473 0.585 ^b	0.784 ^a					
NEI	-0.123 0.144 ^b	-0.161 0.205 ^b	-0.088 0.126 ^b	0.828 ^a				
NSI	-0.180 0.204 ^b	-0.183 0.225 ^b	-0.133 0.153 ^b	0.488 0.692 ^b	0.753 ^a			
NEnI	-0.084 0.088 ^b	-0.113 0.135 ^b	-0.118 0.149 ^b	0.356 0.511 ^b	0.589 0.709 ^b	0.791 ^a		
aSTD	0.481 0.548 ^b	0.382 0.461 ^b	0.227 0.260 ^b	-0.231 0.291 ^b	-0.340 0.389 ^b	-0.237 0.273 ^b	0.827 ^a	
iPTB	0.426 0.487 ^b	0.316 0.379 ^b	0.157 0.174 ^b	-0.153 0.184 ^b	-0.242 0.274 ^b	-0.100 0.107 ^b	0.708 0.798 ^b	0.862 ^a
Inland								
PEI	0.824 ^a							
PSI	0.444 0.535 ^b	0.755 ^a						
PEnI	0.289 0.328 ^b	0.500 0.610 ^b	0.780 ^a					
NEI	-0.124 0.160 ^b	-0.125 0.156 ^b	-0.073 0.081 ^b	0.813 ^a				
NSI	-0.178 0.203 ^b	-0.117 0.138 ^b	-0.093 0.108 ^b	0.541 0.743 ^b	0.769 ^a			
NEnI	-0.075 0.095 ^b	-0.036 0.079 ^b	-0.103 0.122 ^b	0.397 0.549 ^b	0.603 0.698 ^b	0.808 ^a		
aSTD	0.468 0.525 ^b	0.363 0.433 ^b	0.327 0.371 ^b	-0.219 0.226 ^b	-0.343 0.392 ^b	-0.278 0.318 ^b	0.828 ^a	
iPTB	0.392 0.447 ^b	0.334 0.400 ^b	0.257 0.292 ^b	-0.183 0.225 ^b	-0.302 0.346 ^b	-0.211 0.239 ^b	0.726 0.826 ^b	0.852 ^a

Note: ^aDiagonal values correspond to the squared root value of AVE for each latent variable to assess the Fornell-Larcker criterion; ^bHTMT values; the off-diagonal values are the correlations between the constructs and should be greater than any other off-diagonal row or column for discriminant validity to exist. α = Cronbach's α .

Source: Own elaboration.

Configural as well as compositional invariance are confirmed for all constructs (see: Table 4.4), and equal means and variances are present for one construct – PSI. This suggests partial measurement invariance which is necessary to compare and interpret the MGA results in PLS-SEM (Henseler et al., 2016).

Table 4.4: Assessment results of invariance measurement testing using permutation

Constructs	Configural Invariance	Compositional invariance		PMI	Equal mean value		Equal variance		FMI
		C = 1	CI		Difference	CI	Difference	CI	
PEI	Yes	1.000	[0.999; 1.000]	Yes	0.241	[-0.062; 0.060]	-0.129	[-0.120; 0.132]	No
PSI	Yes	0.998	[0.996; 1.000]	Yes	0.031	[-0.066; 0.061]	-0.009	[-0.110; 0.118]	Yes
PEnI	Yes	1.000	[0.997; 1.000]	Yes	-0.123	[-0.067; 0.061]	0.084	[-0.083; 0.086]	No
NEI	Yes	0.983	[0.981; 1.000]	Yes	0.170	[-0.057; 0.064]	0.110	[-0.077; 0.080]	No
NSI	Yes	0.999	[0.998; 1.000]	Yes	0.239	[-0.060; 0.064]	0.054	[-0.085; 0.091]	No
NEnI	Yes	0.998	[0.995; 1.000]	Yes	0.136	[-0.061; 0.066]	-0.029	[-0.084; 0.091]	No
aSTD	Yes	1.000	[1.000; 1.000]	Yes	0.103	[-0.066; 0.058]	0.131	[-0.111; 0.108]	No
iPTB	Yes	1.000	[1.000; 1.000]	Yes	0.172	[-0.066; 0.062]	-0.002	[-0.103; 0.110]	No

Note: PMI = Partial Measurement Invariance; FMI = Full Measurement Invariance; CI = Confidence Interval; C = Correlation. Source: Own elaboration

4.2.2 Assessment of the structural model and Multigroup Analysis

To assess the explanatory and predictive power of the structural model, the coefficients of determination (R^2) (Hair et al., 2022) were calculated for the mediator and outcome variables. The R^2 for the mediator variable aSTD is 0.333 for littoral and 0.342 for inland. The R^2 values for the ultimate endogenous variable in the model – iPTB – are 0.501 for littoral and 0.528 for inland. This indicates that – for both groups – about one third of the variation in aSTD can be explained by residents’ PTIs, while more than half of the variation in iPTB is explained by PTIs and the mediator aSTD.

Table 4.5: Results of hypothesis testing

Hypotheses	β -value LR	β -value IR	β -value differences (Littoral - Inland)	Support for hypothesis Littoral Inland	p-value permutation test (H5)
H1a: PEI→ aSTD	0.360**	0.333**	0.027	Yes Yes	0.244
H1b: PSI→ aSTD	0.171**	0.118**	0.053	Yes Yes	0.107
H1c: PEnI→ aSTD	0.035*	0.142**	-0.106	Yes Yes	0.003
H2a: NEI→ aSTD	-0.047**	-0.007	-0.040	Yes No	0.140
H2b: NSI→ aSTD	-0.181**	-0.178**	-0.003	Yes Yes	0.490
H2c: NEnI→ aSTD	-0.06**	-0.125**	0.064	Yes Yes	0.095
H3: aSTD→ iPTB	0.708**	0.726**	-0.018	Yes Yes	–
H4a: PEI→ aSTD→ iPTB	0.255**	0.242**	0.013	Yes Yes	–
H4b: PSI→ aSTD→ iPTB	0.121**	0.085**	0.035	Yes Yes	–
H4c: PEnI→ aSTD→ iPTB	0.025*	0.103**	-0.078	Yes Yes	–
H4d: NEI→ aSTD→ iPTB	-0.033**	-0.005	-0.029	Yes No	–
H4e: NSI→ aSTD→ iPTB	-0.128**	-0.129**	0.001	Yes Yes	–
H4f: NEnI→ aSTD→ iPTB	-0.043**	-0.091**	0.048	Yes Yes	–

Note: β = path coefficient, * $p < 0.05$; ** $p < 0.01$. Bold value = statistical difference.

Source: Own elaboration.

The assessment of the structural model and the comparison of path coefficients (β) for LI are presented in Table 4.5. The significance of path coefficients was examined by computing the corresponding p-values using the bootstrapping procedure with 5,000 subsamples. The results reveal that perceived PEI of tourism has the most notable impact on aSTD among all perceived impacts, in both littoral ($\beta=0.360$, $p<0.01$) and inland parishes ($\beta=0.333$, $p<0.01$), supporting H1a. The path coefficients connecting PSI and aSTD are

also positive and significant in both groups (littoral: $\beta=0.171$, $p<0.01$; inland: $\beta=0.118$, $p<0.01$), supporting H1b in both regions. Additionally, the path coefficients between PEnI and aSTD are positive and significant for littoral ($\beta=0.035$, $p<0.05$), but even stronger for inland ($\beta=0.142$, $p<0.01$), thus supporting H1c in littoral and inland.

The influence of perceived NEI on aSTD proves to be significant and negative for littoral residents ($\beta=-0.047$, $p<0.01$), but insignificant for inland residents ($\beta=-0.007$, $p>0.05$), thus supporting H2a for LR. Regarding NSI, results show very similar negative path coefficients for littoral ($\beta=-0.181$, $p<0.01$) and inland ($\beta=-0.178$, $p<0.01$), supporting H2b. Lastly, NEnI present negative path coefficients towards aSTD for littoral ($\beta=-0.06$, $p<0.01$) and inland ($\beta=-0.125$, $p<0.01$), consequently supporting H2c.

Hypothesis 3 is supported for both littoral ($\beta=0.708$, $p<0.01$) and inland ($\beta=0.726$, $p<0.01$), showing strong path coefficients between aSTD and iPTBs. Hypotheses H4a-f follow the same reporting as H1 and H2 with the only difference that the path coefficients are weaker, thus supporting H4.

Finally, the relation between PEnI and aSTD is the only one which reports a statistically significant difference between the results for littoral and inland residents' PTIs. The pairwise group comparisons using NPT show that the path coefficient of PEnI is significantly lower ($p=0.003$) for LR than for IR. This significant difference partially supports H5.

5. DISCUSSION

This research analysed the multifaceted dynamics of tourism through the lens of the Algarve residents' PTIs, aSTD, and IPTBs. The study of PTIs is vital (Nunkoo & Ramkissoon, 2011; Gursoy et al., 2019), and findings have demonstrated that specific PTIs have distinct effects on aSTD (Gursoy et al., 2018), which is likely to result in IPTBs (Erul et al., 2020). Additionally, this study employed PLS-MGA to explore the moderating influence of LI, assessing how the relationships between PTIs, aSTD, and IPTBs may vary between littoral and inland areas.

Different theories and models such as SET, TALC Model, the Irridex Model, and TRA were utilised as research frameworks. The results confirm the suitability of SET, since residents' attitudinal support is influenced by their positive and negative perceptions of tourism. Higher perceived benefits lead to increased aSTD, as previously laid out by Ap (1992), Wang & Pfister (2008), Ribeiro et al. (2020a), and Woosnam et al. (2021).

Given that perceived positive environmental impacts are different between LR and IR, there is reason to believe that the coast and inland areas find themselves in different life cycle stages, according to the TALC Model (Butler, 1980). The low means (2.85 littoral and 2.95 inland) indicate that littoral areas have reached their "critical range of elements of capacity" (Butler, 1980, p.7) concerning environmental resources, corresponding to the consolidation phase of a destination, while inland areas might still be in the development stage. The carrying capacity – being an implicit factor in the TALC Model (Wall, 1982) – might be reached or exceeded in littoral areas, where overtourism is of concern (Butler, 2019).

There is indication that residents experience increased social irritation (Doxey, 1975) in littoral areas. Particularly, the items "NSI3: tourism increases stress and disturbs quietness" and "NSI6: my municipality is overcrowded because of tourism", with littoral areas presenting mean values of 3.27 and 2.73 compared to inland areas with 3.01 and 2.44, respectively, demonstrate significant differences between the two. These findings highlight stronger negative sociocultural perceptions among LR, who are more likely to face issues related to overtourism, thereby confirm the adequacy of the Irridex Model.

Consistent with the research findings of Ribeiro et al. (2020a,b) and Chen & Raab (2012), the results of this study also validate the suitability of TRA. The beliefs – represented by PTIs – influence attitudes which result in intentions, following Fishbein & Ajzen’s (1975) proposed order of how people decide on their final actions. All positive constructs of the PTIs (beliefs) reflect positively on aSTD, while all negative PTIs reflect negatively on aSTD. Subsequently, aSTD positively influences iPTBs, confirming that attitudes (aSTD), which align with beliefs, lead to intentions (iPTBs).

The findings of this research show statistically significant differences in one of the six presented hypotheses for the moderating variable LI: H1c. The path coefficient linking perceived PEnI and aSTD is significantly weaker in littoral areas when compared to IRs’ perceptions (0.035 littoral vs 0.142 inland). This implies that aSTD is more profoundly influenced by IRs’ perceptions of positive environmental impacts, whereas the change in perceptions by LRs has minimal effect on the resulting aSTD. The varying strength of the path coefficients, including the statistically non-significant ones, are in accordance with findings by Gursoy et al. (2018) who state that specific impacts will have different reflections on aSTD. The present results further expand on the results provided by Gursoy et al. (2018), who only found differences in aSTD for negative PTIs.

Residents, particularly LRs, do not perceive tourism-induced benefits to the environment. Perceptions of LRs concerning PEnI derived from tourism are below neutral (2.85) and IRs present even lower values (2.95). Conversely, negative environmental impacts are evident, as LRs agree (3.20) that tourism causes damages to the natural environment, while inland residents perceive fewer damages (3.09). Notably, both littoral and inland residents express their discontent (3.52 littoral vs 3.41 inland) about the fact that “NEnI2: tourism contributes to the occupation of natural areas” which they would otherwise frequent in their free time (beaches, mountains, protected areas, etc.). This indicates residents’ feelings that those natural spaces, which should be ‘theirs’ due to proximity, are now being occupied by others.

Furthermore, the variable closely following is “NEnI4: Tourism contributes to changing the character of the landscape (construction of new buildings, hotels, etc.)”, where the mean values of 3.23 for LRs and 3.10 for IRs highlight the challenges faced by tourism operations. This aligns with the discussed problems of overtourism (Peeters et al., 2018; Butler, 2019; García-Buades et al., 2022) and the exceeding of the carrying capacity of

natural areas. The findings underscore the complex relationships that residents perceive between tourism and the environment, with stronger concerns in littoral areas, indicating potential challenges for a sustainable tourism development.

The findings regarding positive PTIs differ across constructs. The perceived PEI are stronger at the coast, which is reasonable since more than 70% of the respondents present an economic dependence on tourism, in contrast to less than 60% among IRs. This strong economic reliance contributes to more positive economic perceptions among littoral residents. The heightened positive economic perceptions are the largest predictor of aSTD (Nunkoo & Gursoy, 2012; Almeida-García et al., 2015, 2016; Gursoy et al., 2019), which consequently leads to iPTBs. The elements of PSI are perceived equally beneficial by LRs and IRs. However, PEnI stands out within the positive PTIs, registering mean values below neutral (2.85 littoral vs 2.95 inland), with LRs expressing lower values than IRs.

In contrast, all three negative PTIs are higher in littoral areas when compared to inland regions. This confirms Gursoy et al.'s (2019) assertion that the impact of perceived costs can vary, depending on the level of TD of the studied region. The findings suggest that, assuming the inland region is in the development stage, the results align with Allen et al. (1988), who proposed that perceptions tend to become more negative as tourism development progresses.

6. CONCLUSION

The findings of this research present tangible differences between littoral and inland residents' perceptions of tourism impacts. Particularly, positive environmental impacts appear to be a factor for an increased aSTD among IRs. As such, decision-makers are recommended to focus on managing the positive environmental impacts by tourism. Having a close look at the carrying capacity to avoid overtourism at any of the TALC Model stages can be of help in this endeavour. If there was no change in tourism management, coastal areas might face a decline of tourism demand, while having the chance to rejuvenate themselves with appropriate management. Inland areas that are still developing can profit from increased awareness in coastal regions and carefully plan for an increased and sustainable tourism.

An investment into inland tourism offers might also be a necessary long-term investment for coastal destination management organisations since the sea level rise-induced decrease in the carrying capacity of beaches will demand robust and diversified tourism infrastructure at locations away from the coastline.

While this research does provide insights of theoretical and managerial nature, it does not shine light on residents' practical pro-tourism behaviours; yet on intentions do adopt them. This limitation parallels a lot of existing research. The problem lies in the difficulty of measuring this practical support. Further, it is a destination specific study that might only give reason to imply insights for the Algarve region, since other coastal destinations might be different and have different management practices.

Future research in other destinations is necessary for considering the generalisation of the present results. This study is the first to analyse an entire destination region by the smallest possible administration unit with complete statistical data. The division into littoral and inland by parishes yielded valid results and enabled a differentiated analysis of residents' perceptions, attitudinal support, and intentions for pro-tourism behaviours. Future scholars and academics can adopt this approach to further analyse and either corroborate or contradict the present results.

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APPENDIX A: QUESTIONNAIRE

PLACE: _____ | DATE: ____/____/____ | RESEARCHER _____ | Quest. ID _____

Dear Mr./Ms./Mrs., the purpose of this questionnaire is to study the impacts of tourism on residents in the Algarve. Your answers will be statistically treated within **RESTUR Project**, being developed at the **University of Algarve**, and will be used only for scientific purposes. There is no right or wrong answers and your identity will be absolutely preserved. Therefore, we kindly ask you to be as sincere as possible. **YOUR ANSWERS SHOULD RELATE TO YOUR MUNICIPALITY OF RESIDENCE.** Thank you in advance for your support.

① What is your municipality of residence in the Algarve? _____ | ② And your parish of residence? _____

③ For how long have you been living in this municipality? _____ (years); --> **To answer this questionnaire, you must have been living in the Algarve for at least 1 year.**

④ How do you evaluate the present state of tourism development in your municipality?
 Very low ○₁ Low ○₂ Moderate ○₃ High ○₄ Very high ○₅

⑤ To what extent do you agree with each of the following statements about the **ECONOMIC IMPACTS OF TOURISM** in your municipality?

	Strongly disagree 1	Disagree 2	Neither agree nor disagree 3	Agree 4	Strongly agree 5
Tourism is the main economic activity	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism increases employment opportunities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism creates more business for local people	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism creates more business for foreign people	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism contributes to create new services and businesses	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism contributes to develop local economic activities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism is likely to attract more investment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The money spent by tourists stays in the municipality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More roads and urbanizations were constructed because of tourism	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism promotes the restauration of historic buildings	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism improves shopping, restaurant and entertainment opportunities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism increases the price of housing and land	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism increases the cost of living	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Goods and services are more expensive because of tourism (food, clothing, transports, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cultural attractions and events are more expensive because of tourism	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Most of the local businesses are for tourists	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism contributes to reduce the traditional trade	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism generates employment instability due to seasonality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
My municipality is economically over-dependent on tourism	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

⑥ To what extent do you agree with each of the following statements about the **SOCIOCULTURAL IMPACTS OF TOURISM** in your municipality?

	Strongly disagree 1	Disagree 2	Neither agree nor disagree 3	Agree 4	Strongly agree 5
Tourism improves public services (health centres, sports, police protection, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism stimulates cultural activities, festivals and traditions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism contributes to the preservation of the local culture	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism promotes cultural exchange between residents and tourists	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism changes the consumption habits of residents (food, clothing, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism contributes to raising the standard of living of residents	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism contributes to increase security	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism contributes to the recognition, prestige and image of my municipality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Residents in my municipality are hospitable and receive tourists with politeness	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism increases drugs and alcohol consumption	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism increases prostitution and moral degradation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism increases sexual transmitted diseases	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism causes more crime and vandalism	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism generates loss or change of traditions and cultural identity	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism causes loss of tolerance and respect for other cultures	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism increases stress and disturb quietness	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The increasing number of tourists is likely to result in conflicts with residents	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Residents change their behavior in an attempt to mimic tourists	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Residents are likely to suffer from living in this tourism destination	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
My municipality is overcrowded because of tourism	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



7. To what extent do you agree with each of the following statements about the ENVIRONMENTAL IMPACTS OF TOURISM in your municipality?

	Strongly disagree 1	Disagree 2	Neither agree nor disagree 3	Agree 4	Strongly agree 5
There are more public gardens and parks because of tourism	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism improves the protection of the environment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism improves the protection of natural heritage and natural resources	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism improves public infrastructures (roads, railways, sports and cultural facilities, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism improves road signage system (for access housing, monuments, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism improves the cleanliness of public spaces	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism positively influences ecological awareness among residents	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism increases pollution, noise, garbage, etc.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism deteriorates the natural environment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism contributes to occupy the natural areas (beaches, mountains, protected areas, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism prevents the access of residents to natural spaces (beaches, mountains, rivers, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism contributes to decharacterize the landscape (construction of new buildings, hotels, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tourism generates traffic congestion, accidents and parking problems	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

8. Concerning your EMOTIONS and FEELINGS towards tourists in your municipality, to what extent do you agree with each of the following statements?

	Strongly disagree 1	Disagree 2	Neither agree nor disagree 3	Agree 4	Strongly agree 5
I am proud to have tourists in my municipality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I feel my municipality benefits from having tourists	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I appreciate tourists for the contribution they make to the local economy	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I treat all tourists I meet in a fairly way	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I feel close to some tourists I have met	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I have made friends with some tourists	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I identify with tourists	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I have a lot in common with tourists	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I feel affection toward tourists	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I understand tourists	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I get along with tourists	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I can trust tourists	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I have respect for tourists	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I share ideas with tourists	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

9. During summer (high season), how often do you interact with tourists in your municipality?

Never 1 Rarely 2 Sometimes 3 Very often 4 Always 5

10. During winter (low season), how often do you interact with tourists in your municipality?

Never 1 Rarely 2 Sometimes 3 Very often 4 Always 5

Generally, how do you qualify the behavior of tourists in your municipality?

11. In terms of respect:	12. In terms of treatment:	13. In terms of expenses:	14. Would you please use three words to describe tourists in <u>your municipality</u> ? _____ _____ _____.
Very disrespectful <input type="radio"/> 1	Very unpleasant <input type="radio"/> 1	Spend very little <input type="radio"/> 1	
Disrespectful <input type="radio"/> 2	Unpleasant <input type="radio"/> 2	Spend little <input type="radio"/> 2	
Normal <input type="radio"/> 3	Normal <input type="radio"/> 3	Spend normal <input type="radio"/> 3	
Respectful <input type="radio"/> 4	Pleasant <input type="radio"/> 4	Spend enough <input type="radio"/> 4	
Very respectful <input type="radio"/> 5	Very pleasant <input type="radio"/> 5	Spend a lot <input type="radio"/> 5	

15. How much do you want to interact with tourists in the future? Much less 1 Less 2 The same 3 More 4 Much more 5

16. In relation to the number of tourists, what do you think your municipality should do?

Accept less tourists 1 Maintain the current number of tourists 2 Accept more tourists 3

17. To what extent do you consider you are INFORMED about tourism development in your municipality?

Not at all informed 1 Slightly informed 2 Moderately informed 3 Very informed 4 Extremely informed 5

18. Would you like to be MORE INFORMED about tourism development in your municipality? No 1 Yes 2

19. To what extent do you consider you are INVOLVED in the planning of tourism in your municipality?
 Not at all involved ₁ Slightly involved ₂ Moderately involved ₃ Very involved ₄ Extremely involved ₅

20. Would you like to be MORE INVOLVED in the planning of tourism in your municipality? No ₁ Yes ₂

21. Is your professional activity related to the tourism sector (hotels, restaurants, transports, tourism attractions, etc.)? No ₁ Yes ₂ | 22. Does anyone in your household work in the tourism sector? No ₁ Yes ₂ | 23. Does your household income (part or totality) comes from tourism? No ₁ Yes ₂

24. Concerning your place of residence, your home is:
 Close to tourism attractions ₁ Neither close nor far from tourism attractions ₂ Far from tourism attractions ₃

25. If you live CLOSE to tourism attractions, could you specify which are they? (Max. 2) _____ ; _____

26. Please indicate how much do you OPPOSE or SUPPORT tourists to your neighborhood?
 Strongly oppose ₁ Oppose ₂ It's indifferent to me ₃ Support ₄ Strongly support ₅

27. Do you use to travel? No ₁ Yes ₂ | 28. If YES, how often?
 Rarely ₁ Occasionally ₂ Once a year ₃ Twice a year ₄ Three or more times per year ₅
 ↳ (If not, please go to question 30)

29. When traveling, you usually choose (you can choose more than one option):
 Other municipalities in the Algarve ₁ Other regions in Portugal ₂ Foreign countries ₃

30. Is there any Airbnb in your neighborhood? No ₁ Yes ₂ | 31. Do you own any Airbnb? No ₁ Yes ₂

32. If the number of tourists to your neighborhood increases, how do you believe your SENSE OF FEELING SAFE will be?
 Much worse ₁ Worse ₂ The same ₃ Better ₄ Much better ₅

33. Please indicate how much do you agree with each of the following statements about Airbnb in your neighborhood?

	Strongly disagree <input type="radio"/> ₁	Disagree <input type="radio"/> ₂	Neither agree nor disagree <input type="radio"/> ₃	Agree <input type="radio"/> ₄	Strongly agree <input type="radio"/> ₅
Airbnb (would) help my neighborhood to face current economic challenges	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Airbnb (would) help my neighborhood to face future economic challenges	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Airbnb (would) help my neighborhood to face unemployment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Airbnb (would) generate more garbage and pollution in my neighborhood	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Airbnb (would) generate more noise and disorder in my neighborhood	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Airbnb (would) generate more promiscuity in my neighborhood	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I would personally benefit from more tourists to my neighborhood	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I would personally benefit if more Airbnb hosts were in my neighborhood	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

34. Please indicate how much do you OPPOSE or SUPPORT Airbnb hosts in your neighborhood?
 Strongly oppose ₁ Oppose ₂ It's indifferent to me ₃ Support ₄ Strongly support ₅

35. Concerning your BEHAVIORS and level of SUPPORT FOR TOURISM DEVELOPMENT in your municipality, to what extent do you agree with each of the following statements?

	Strongly disagree <input type="radio"/> ₁	Disagree <input type="radio"/> ₂	Neither agree nor disagree <input type="radio"/> ₃	Agree <input type="radio"/> ₄	Strongly agree <input type="radio"/> ₅
I think my municipality should remain a tourism destination	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I think my municipality should support the promotion of tourism	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I believe the overall impacts of tourism in my municipality are positive	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I support tourism having a vital role in my municipality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I favor building new tourism facilities which will attract more tourists	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I am willing to protect the natural and environmental resources on which tourism depends	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I am willing to receive tourists as affable host and being more hospitable	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I am willing to provide information to tourists and contribute to enhance their experience	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I am willing to do more in order to promote my municipality as a tourism destination	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I am willing to accept some inconveniences in order to receive benefits from tourism	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I am willing to pay higher taxes to contribute to the tourism development in my municipality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Personally, I benefit from tourism development in my municipality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I am satisfied with the current level of tourism development in my municipality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I am satisfied with the way tourism is being managed in my municipality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

36. To what extent are you SATISFIED with each of the following aspects of your life?

	Very unsatisfied 1	Unsatisfied 2	Neutral 3	Satisfied 4	Very satisfied 5
The cost of living in my municipality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The cost of basic necessities in my municipality (food, housing, clothing, transportation, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The real estate taxes in my municipality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The income at my current job	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The economic security of my current job	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The family income	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The benefits I receive from the government (infrastructures, education, health, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The environmental conditions of my municipality (air, water, green spaces, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The conditions of the public transportation in my municipality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The services and facilities I receive in my municipality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The people who live in my municipality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The way culture is preserved in my municipality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The overall municipality life	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The spare time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The leisure life	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The leisure activities in my municipality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The religious services in my municipality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The spiritual life in my municipality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The health facilities in my municipality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The health service quality in my municipality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The air quality in my municipality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The water quality in my municipality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The environmental quality in my municipality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The environmental cleanliness in my municipality (streets, pavements, public spaces, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The safety and security in my municipality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The traffic congestion in my municipality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The crime rate in my municipality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

37. To what extent do you AGREE with each of the following aspects of your life?

	Strongly disagree 1	Disagree 2	Neither agree nor disagree 3	Agree 4	Strongly agree 5
I am satisfied with my life as a whole	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The conditions of my life are excellent	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
In most ways my life is close to the ideal	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
So far I have gotten the important things I want in life	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
If I could live my life over, I would change almost nothing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
In general, I am a happy person	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

38. Gender: Male ₁ Female ₂ | 39. Age: _____ | 40. Job: _____

41. Marital status: Single ₁ Married/living together ₂ Divorced ₃ Widowed ₄

42. Education level: Without studies ₁ Elementary (4 years) ₂ Elementary (6 years) ₃ Elementary (9 years) ₄
High school ₅ Bachelor ₆ Master ₇ PhD ₈

43. Employment situation: Employed ₁ Unemployed ₂ Student ₃ Retired ₄ Housekeeper ₅

If you want, you can write in this space:
 --> Your main concern about tourism in your municipality:

 --> What should be done to improve tourism in your municipality:

 --> Other considerations about tourism development in your municipality:

THANK YOU VERY MUCH FOR YOUR CONTRIBUTION.