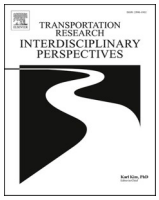
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The (moving) elephant in the room: A literature review on the impact of tourism on local residents' mobility

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ABSTRACT

Tourism is fundamentally a mobility phenomenon, yet its impacts on everyday mobility and transportation behaviors of residents remain neglected in both tourism and transportation research. This literature review examines how visitor impacts on residents' everyday movement are conceptualized, measured, and analyzed in empirical research. Following PRISMA guidelines, it identifies 11 articles that capture perceptions of locals about tourism's influence on their day-to-day mobility patterns. Findings indicate that while congestion, environmental effects, and transportation infrastructure and services are recognized as significant factors, few studies explicitly focus on investigating visitor-induced mobility impacts, with mobility-related variables more frequently incorporated within broader tourism impact assessments. The most critical identified gaps include concentration of studies on European urban destinations while ignoring diverse global contexts; predominant focus on public transport and exclusion of other modes; and lack of theoretical frameworks for understanding the complex and context-dependent nature of visitor-resident mobility dynamics. This review highlights the need for more dedicated research on how tourism alters resident mobility behaviors, particularly incorporating temporal and spatial dimensions, assessing responses across different settings and groups, and developing standardized mobility impact measures. These findings provide a foundation for advancing this critical field of study at the tourism-mobility nexus.

1. Introduction

Mobility is a complex phenomenon that extends beyond mere physical movement. Urry (2007) identified five interdependent 'mobilities', including corporeal, which refers to the travel of people for different purposes organized according to distinct time-space configurations. Kaufmann (2016) further proposed four forms of spatial mobility: migration, residential mobility, travel, and daily mobility, each linked to specific social temporalities. Among these, daily mobility, which is structured around the rhythms of the day and the week, is the form most embedded in urban life. Jahn and Wehling (1998) offered a multidimensional framework for analyzing mobility in the city, distinguishing three interconnected perspectives: spatial, meaning movement within physical space and combining distances, routes, and travel time; socio-spatial, meaning movement oriented towards socially defined locations and the activities pursued there; and social, encompassing the cultural and symbolic meanings attached to how and why people travel. Tourism comprises all these dimensions, as it implies temporary movement of people to destinations outside their usual environment with the purpose of recreation, simultaneously carrying a certain symbolic significance.

The spatial element of tourism means that visitors inevitably intersect with residents, making use of local transportation systems and potentially interfering with resident daily travel patterns (Domènech et al., 2023; Miravet et al., 2021). In response to these pressures, sustainable tourism development aims for equilibrium, striving to balance the interests and practices among tourists with the well-being of local communities, in order to maintain the overall quality of service, ensure high levels of satisfaction among stakeholders, and minimize conflicts (Kapera, 2018; Streimikiene et al., 2021). As global tourism continues to

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grow, the number of studies focusing on tourist-host interactions grows accordingly, becoming one of the most thoroughly explored and systematically analyzed domains within the field (McGehee & Andereck, 2004).

Seminal works by Ap (1992) and Andereck et al. (2005) have established a theory-driven approach to examine the wide-ranging consequences and impacts of tourism on destinations and local populations. Since then, this approach has been extensively used in contemporary scholarly research. The primary focus of these studies includes the economic, sociocultural, and environmental effects of tourism, and also, albeit to a lesser extent, the factors that influence residents' perceptions, such as engagement with the industry, community attachment, and demographic characteristics (Andereck et al., 2005). However, evaluating the impact of tourism does not necessarily translate into an understanding of quality of life of the residents, especially since a considerable amount of research in this area still tends to be generic and to draw conclusions based on aggregated analyses (Gursoy et al., 2019).

There is a relatively limited number of tourism studies dedicated to an in-depth examination of specific topics and their associated effects on the host communities, with the majority of research focusing on economic factors (Meimand et al., 2017). This focus is largely due to the fact that economic impacts are generally easier to quantify (Tohidy Ardahaey, 2011).

In turn, urban mobility studies cover various aspects of daily movement of both residents and tourists, from spatial distribution to disaster response (Wang et al., 2022). However, despite its importance, the visitor-resident mobility nexus has rarely been examined in the literature. As Quinn (2007) mentions, living alongside tourists creates a persistent sense of unease and discomfort for residents, who are obliged to share space in their city. This distress lies in the socio-spatial dimension (Jahn & Wehling, 1998), as locals and visitors coexist in the same environment, yet pursue entirely different mobilities within it. For residents, the city is a network of everyday destinations including workspaces, schools, and services, while for tourists it is primarily a space of recreation and consumption – even when their goal is the authentic experience to "observe ordinary people" (Maitland, 2010).

Visitor inflows have been shown to alter local conditions well beyond the tourism sector itself. For example, Caria et al. (2024) provide evidence that tourist flows triggered COVID-19 outbreaks in Sardinia, illustrating the far-reaching societal consequences of visitor-induced changes for the host community. The everyday lives of the local population are also affected: Venice's residents alter daily routines to avoid tourist-clogged *vaporetti* (Quinn, 2007), Barcelona's metro system struggles with increasing demand (Albalate & Bel, 2010; Gabàs Masip & Montlleó Balsebre, 2020), and historic centers from Budapest to Tokyo experience rising tensions around pedestrian space (Duignan et al., 2022; Pinke-Sziva et al., 2020).

Within this context, questions about attitude towards the overcrowding of public places are frequently included in surveys conducted among residents (Kuvan & Akan, 2005; McGehee & Andereck, 2004; Tsaur et al., 2018). Other studies additionally highlight direct impacts on spatial (traffic and public transport congestion) and socio-spatial mobility (difficulties of access and congestion of public spaces), or report indirect effects, such as noise and air pollution (Aria et al., 2023; Moleiro et al., 2021; Morfopos et al., 2023; Nikiforiadis et al., 2022). Some authors consider these factors separately, while others include them as part of complex indicators, depending on the methodology employed, and results may vary across different cultural contexts, settings, or location of the study area (Sharpley, 2014). Still, this crucial topic is rarely the primary focus of in-depth analysis.

This oversight poses challenges for both tourism and transportation research. It leaves a gap in understanding tourism as a force of urban change, as its effects on the basic patterns of residents' daily mobility have received minimal empirical attention, in contrast to effects on economic and social spheres. At the same time, current transportation research lacks studies on managing competing mobility needs of tourists and locals. Without understanding these dynamics, planners and policymakers are faced with the challenge of developing strategies that aim to preserve both tourism's economic benefits and residents' mobility rights.

To address this issue, the present paper seeks to bridge these gaps by synthesizing existing empirical knowledge on the impact of tourism on resident mobility, understood here as daily mobility practices across the dimensions introduced above, with a particular focus on examining the methodological designs of such studies, including their data sources and tools, variables, and analytical methods. To achieve this, the following research questions are addressed:

1. What is the scope and context of existing studies?
2. How do these studies characterize visitor and resident mobility, and what role do they assign to mobility in their research?
3. What research designs and methodological approaches are employed to analyze mobility relationships?
4. What are the key findings of these studies and what future research lines do they identify in this field?

This approach aims to provide insights into potential areas for future research as well as to suggest methodological improvements for a better understanding of tourism's impacts on resident mobility.

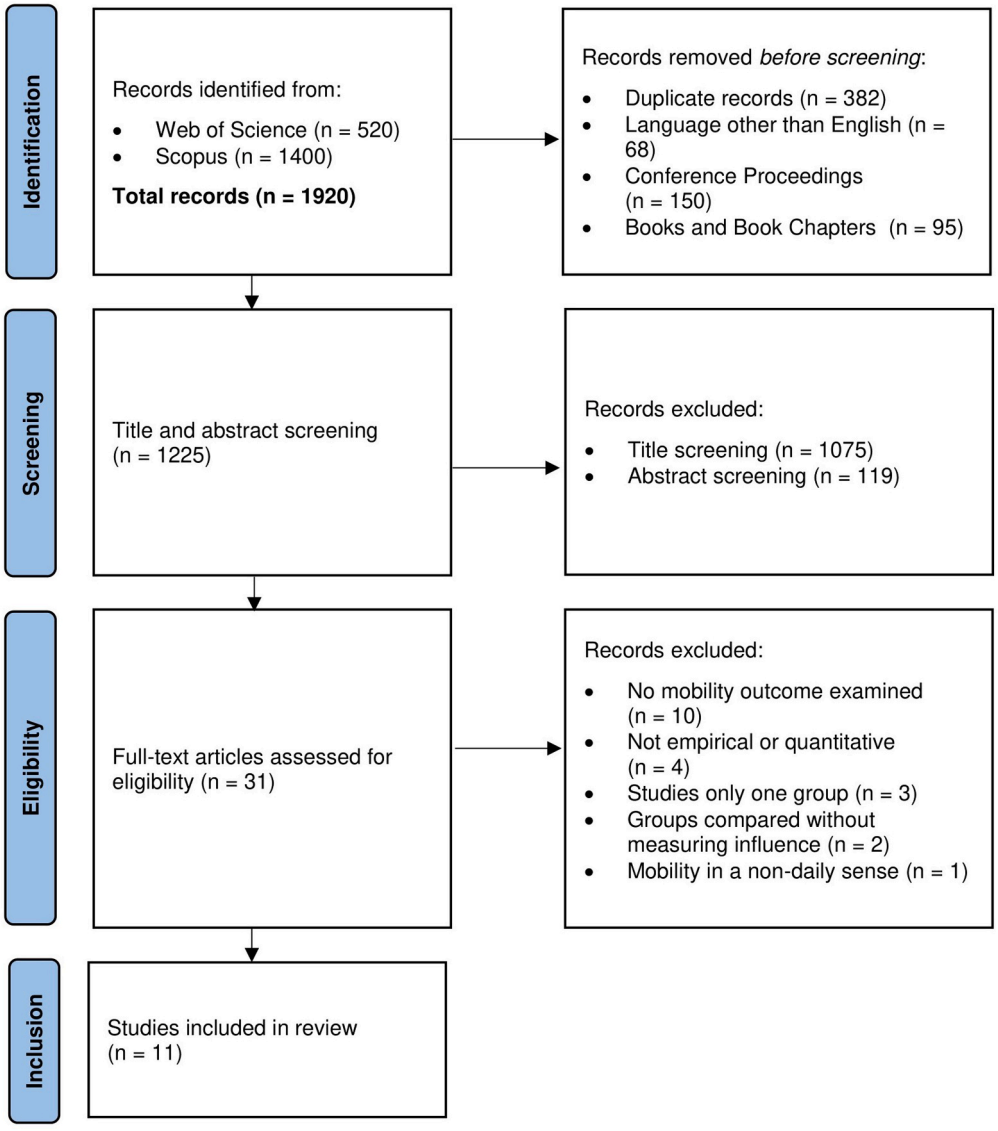
In the section following this introduction, the method adopted for identifying and selecting the relevant literature is detailed. Subsequently, in the results section, the outputs of the analysis of the papers' contexts, specific variables related to visitor and resident mobility, analytical approaches, and key findings of the reviewed works are presented. The final sections contain a discussion of the review outcomes and summarize the key takeaways.

2. Method

This study is based on a review of the literature examining how visitor influx affects the mobility of residents. It adheres to the PRISMA (Preferred Reporting Items for Systematic Reviews and Meta-Analyses) guidelines (Page et al., 2021). Though initially designed for use in healthcare, PRISMA has since been adapted for the social sciences, including tourism and hospitality research (Pahlevan-Sharif et al., 2019), and applied in tourism (Haldon-Hermoso et al., 2025; Nopiyani & Wirawan, 2021) and transport (Rogers et al., 2024) studies, among others.

Initially, a search strategy was developed to identify papers that address mobility implications. Additionally, this strategy incorporated specific keywords related to study designs and data collection methods, aiming at narrowing the results to publications that quantify visitor mobility impacts. A preliminary search was conducted to test the keywords and their combinations. Broad truncation was used intentionally to minimize the risk of omitting relevant studies, which necessarily increased the volume of records requiring manual assessment. The final search was executed in the Web of Science and Scopus databases, including all papers published up to December 31, 2024. The databases were selected as curated citation indexes with defined inclusion criteria, thereby delimiting the peer-reviewed literature examined in this work. This choice reflects the object of analysis, which is how the impacts of visitor flows on resident mobility have been conceptualized and measured in scientific research. It is also consistent with existing practice in tourism studies, where literature reviews have been based on one or two indexed databases, with this restriction acknowledged as a limitation (Alsharif et al., 2025; Avolio et al., 2024). The query was limited to the titles, abstracts, and keywords of articles, while methodological terms were applied across all searchable fields (Fig. 1).

The inclusion criteria specified for the study were as follows:



Search queries used:

- Web of Science: `TS=(("local*" OR "resident*" OR "communit*") AND ("mobilit*" OR "public transport*" OR "public space*") AND ("influen*" OR "impact*" OR "behavio*" OR "effect*" OR "consequenc*" OR "ramificat*" OR "implicat*" OR "sway*") AND ("touris*" OR "visit*")) AND ALL=(("empirical" OR "survey*" OR "questionnaire*"))`
- Scopus: `(TITLE-ABS-KEY("local*" OR "resident*" OR "communit*") AND TITLE-ABS-KEY("mobilit*" OR "public transport*" OR "public space*") AND TITLE-ABS-KEY("influen*" OR "impact*" OR "behavio*" OR "effect*" OR "consequenc*" OR "ramificat*" OR "implicat*" OR "sway*") AND TITLE-ABS-KEY("touris*" OR "visit*") AND ALL("empirical" OR "survey*" OR "questionnaire*"))`

Fig. 1. PRISMA flow diagram of the literature search and search terms used.

1. At least one variable (in the form of a survey question, index, or indicator) must specifically address parameters of residents' mobility subject to tourism influence.
2. The paper must employ quantitative empirical methodology with clear numerical results. This includes: a) studies presenting descriptive statistics for individual mobility variables; b) studies

incorporating mobility variables into composite indicators or indices used for hypothesis testing.
3. The research must be published in peer-reviewed journals.
4. Publications must be written in English.

The selection of articles was conducted in four stages: identification, screening, eligibility, and inclusion. During the identification phase, a total of 1920 papers were retrieved from the databases as a result of the search. Before advancing to the next stage, 695 papers were excluded as duplicates or on the basis of document type and language. The screening phase began with a review of the titles of the selected papers. If a title suggested relevance to the topic but did not explicitly define the focus of the article, the abstract was then examined. This process led to the exclusion of another 1194 records, leaving 31 papers for further review during the eligibility stage.

At this point, the full texts were read, with particular emphasis on the methodology section, including data collection methods and the presentation of the results. Ultimately, 11 studies were selected for the content analysis that forms the foundation of this research (Fig. 1).

Records were assessed against a consistent set of criteria applied throughout the process, covering document type and language, the presence of tourism and residents as objects of study, the treatment of mobility as an outcome, and the reporting of quantitative results. When the title or abstract did not provide sufficient information to answer the questions, the record proceeded to full-text evaluation. The comprehensive set of questions, together with the decision rules and examples of excluded records, is presented in Appendix A (Table A1), while Table A2 reports the reasons for the exclusion of the 20 articles that did not meet the criteria among the 31 examined at full-text stage.

Before proceeding to the content analysis, the methodological quality of the 11 selected studies was assessed using an appraisal tool developed by (Tang et al., 2026) specifically for social sciences. This checklist, comprising 12 items, enables quality rating of quantitative cross-sectional studies such as those identified for the present review. Each indicator receives a score of 1 (No), 2 (Partially), or 3 (Yes), with total scores converted to percentages to facilitate comparison across different research designs. The assessment framework defines three quality thresholds: Poor ($\leq$50%), Moderate (51%-79%), and High ($\geq$80%). Two authors conducted the appraisal independently, with the third author resolving any discrepancies. Table 1 summarizes individual study quality scores and corresponding ratings.

Moderate-quality studies predominated, with one classified as High and one as Poor. While these results indicate generally acceptable methodological quality, significant gaps persist in documenting consent procedures and ethical approval, likely reflecting limited reporting practices in earlier literature (Moscardo, 2018). Another methodological weakness is the absence of sample size justification, with only three studies providing rationale for their selected sample sizes. Missing data handling was also rarely mentioned, though this can be explained by the face-to-face nature of the majority of surveys.

As the next step, evaluation of the articles' content was performed according to three main categories that are aligned with the objectives of this paper.

The first category, "Study context and design", addresses the scope and context of existing studies by examining their main objectives, geographical settings and locations, along with data collection methods, sample sizes, and sampling approaches.

The second category, "Visitor mobility impacts and variables in resident mobility", explores how these studies characterize visitor and resident mobility. This includes an overview of mobility-related variables, specified transportation modes, and types and aspects of mobility considered, and reported impacts on residents.

The third category, "Analysis and findings", investigates both the methodological approaches and key research outcomes, capturing questionnaire design, survey results format, analytical methods employed, and mobility-related variable outcomes. Additionally, this section identifies future research lines suggested by the authors, and notable gaps in the existing literature.

Table 1
Appraisal results.

Study	Total score (Percentage)	Rating
Moleiro et al., 2021	24 (66.7 %)	Moderate
Neuts et al., 2012	25 (69.4 %)	Moderate
Tuntipisitkul et al., 2021	29 (80.6 %)	High
Vich et al., 2022	21 (58.3 %)	Moderate
Morfopos et al., 2023	23 (63.9 %)	Moderate
González Damián & Macías Ramírez, 2020	17 (47.2 %)	Poor
Berselli et al., 2021	22 (61.1 %)	Moderate
Aria et al., 2023	21 (58.3 %)	Moderate
Magadán-Díaz & Rivas-García, 2022	23 (63.9 %)	Moderate
Sánchez-Fernández et al., 2018	22 (61.1 %)	Moderate
McCartney & Weng In, 2016	24 (66.7 %)	Moderate

3. Findings

The outcomes of the content review are presented in five tables (Table 2, Table 3, Table 4, Table 5, and Table 6) in line with the categories outlined above. This detailed presentation allows for a thorough analysis of how each publication addresses the various aspects of this paper's research focus.

3.1. Study context and design

3.1.1. Main study objective

Most studies examine tourism and its influence in general, while three works are dedicated to specific tourism types (visiting friends and relatives (VFR), festivals, and pilgrimage). Among the publications analyzed, there is a strong emphasis on attitude studies and impact assessments, with one article aiming to develop a new methodology, thus introducing innovation into research frameworks (Table 2). To understand the multidimensional implications of tourism on residents, many studies employ a holistic approach, considering economic, sociocultural, and environmental factors together, and quality of life emerging as a distinct concern. Notably, all the selected works analyze residents' perceptions of visitor mobility effects by surveying local population, with none examining visitors' perspective on mobility and its impact. Thus, these objectives reflect a clear focus on how different aspects of tourism influence residents' experiences and behaviors in their own communities.

3.1.2. Geographic scope

The results of the current analysis reveal a diverse set of geographic areas, with a particular emphasis on European destinations (54.5%) (Table 3). South America and Asia each host two studies, collectively comprising approximately 36% of the total. North America serves as a survey location for one study, representing the remaining percentage. Regarding destination types, there is a small predominance of coastal locations (six studies) over urban contexts (four studies).

3.1.3. Geographic settings

The studies cover a range of settings, spanning from small urban areas to metropolitan centers and rural environments (Table 3). There is a notable tilt towards urban settings, with nearly 75% of the articles concentrating on urban areas of various sizes. While less represented, rural and natural settings are still included in the analysis, accounting for three out of 11 articles reviewed.

3.1.4. Data collection method

In-person methods (on-site, household, or unspecified) were employed in nine out of 11 studies (81.8%), followed by the online surveys (five studies, or 45.5%), that often were used in combination

Table 2
Summary of research objectives of the reviewed studies.

Author, Year	Objective
Moleiro et al., 2021	To analyze how the various dimensions of residents' perception of public spaces' appropriation by tourists influence their attitudes
Neuts et al., 2012	To develop a valuation methodology of spatial overconsumption of a specific tourist area of a city through diverse sources of space use
Tuntipisitkul et al., 2021	To assess the levels and determinants of residents' perception regarding the changes in environmental, sociocultural, and economic conditions associated with tourism development in Phuket, Thailand
Vich et al., 2022	To examine how urban residents' perceptions of safety related to the transmission of COVID-19 while traveling on public buses may be influenced by the presence of tourists
Morfopos et al., 2023	To investigate the tourist activity-related factors which affect travel behavior of permanent residents
González Damián & Macías Ramírez, 2020	To analyze the influence of VFR travel on the quality of life perceived by residents
Berselli et al., 2021	To expand knowledge about the organization of festivals and quality of life, filling up the theoretical gap with the conceptual intertwining between the impacts of ordinary festivals and the quality of life of the residents, with community pride as a mediator of this relationship
Aria et al., 2023	To analyze the impact of tourism on Naples by investigating the perceptions of its residents from economic, environmental, cultural, social, and political viewpoints
Magadán-Díaz & Rivas-García, 2022	To evaluate the changes in local conditions in the economic, sociocultural, and environmental perspectives in association with the development of the pilgrimage tourism sector from the perspective of the residents of mountain areas through which the Primitive Way passes in Asturias
Sánchez-Fernández et al., 2018	To determine whether the various types of negative impacts have an effect on the general attitude toward tourism and the difficulty for the enjoyment of public spaces
McCartney & Weng In, 2016	To investigate and measure Macao residents' attitudes toward tourism and their acceptability with different development options

with in-person methods (Table 3). Multiple methods were employed in 36.4% of the studies, and only one paper features telephone survey as a method of data collection.

3.1.5. Sample size

The vast majority of studies (81.8%) employ samples of 300 or more participants, although there is considerable variation in sample sizes (Table 3). The smallest sample consists of 195 individuals, while two articles stand out with particularly large samples of 1064 and 2563 respondents. The most common sample size range, used in 63.6% of the studies, is between 300 and 499 participants. One study distinguished between total responses and complete responses, while another reported a response rate (85% for the sample of 2563 individuals).

3.1.6. Sampling method

The sampling methods employed across the studies under examination show a relatively even distribution (Table 3). Convenience sampling is slightly prevalent, being utilized in three studies. Cluster sampling and simple random sampling were each employed in two studies, while snowball sampling method was applied in one study. Three studies (27.3%) did not specify their sampling methodology. When categorized more broadly, probability and non-probability sampling methods were equally represented, each accounting for four (36.4%) studies.

Having established the geographical and methodological context of the reviewed literature, the next section analyzes how the selected articles employ survey methods and variable selection to explore visitors' influence on residents' mobility patterns.

3.2. Visitor mobility impacts on resident mobility

3.2.1. Aspect of mobility

Most of the studies under discussion (81.8%) feature congestion (or more precisely, increased traffic or crowdedness) as a mobility-related impact of increasing tourist flows (Table 4). Pollution as part of the environmental component, and difficulties with parking are the second most mentioned aspects, each appearing in 36.4% of the studies.

Infrastructure and service issues also prove significant to residents, with two research papers addressing public transport conditions, and one mentioning physical road conditions. Safety considerations (accidents) and nuisance factors (noise) are each highlighted in two studies. Unique to individual studies are risk of contagion (in light of the COVID-19 pandemic) and changes in daily travel patterns (change of route or frequency).

3.2.2. Overview of mobility-related variables

The studies collectively adopt a multidimensional approach to examining mobility impacts, considering not only physical movement but also residents' attitudes, perceptions, and experiences related to the dynamics between visitor and resident mobility.

The number of questions or variables employed in each study was calculated based on methodological consistency, measuring the proportion of survey items that capture the effects of tourism on local daily mobility relative to the total number of items surveyed.

Table 3
Study design characteristics.

Author, Year	Type of geographical setting	Location	Data collection method	Sample size	Sampling method
Moleiro et al., 2021	urban small	Aveiro, Portugal	In-person on-site	301	Cluster sampling
Neuts et al., 2012	urban metropolitan	Amsterdam, Netherlands	Online survey	1064	Not specified
Tuntipisitkul et al., 2021	natural/rural	Phuket, Thailand	In-person on-site	495	Proportionate district-stratified convenience sampling
Vich et al., 2022	urban small	Tarragona, Spain	In-person on-site	306	Simple random sampling
Morfopos et al., 2023	urban small	Rhodes, Greece	In-person on-site and online	195	Simple random sampling
González Damián & Macías Ramírez, 2020	rural	Cozumel, Mexico	In-person household	242	Cluster sampling
Berselli et al., 2021	urban medium	Pelotas, Brazil	Online survey	331	Not specified
Aria et al., 2023	urban metropolitan	Naples, Italy	In-person on-site and online	2563	Not specified
Magadán-Díaz & Rivas-García, 2022	natural/rural	Two high mountain municipalities, Spain	In-person and telephone	332	Stratified and proportional convenience sampling
Sánchez-Fernández et al., 2018	urban small	Two beach towns, Uruguay	In-person unspecified	420	Convenience sampling
McCartney & Weng In, 2016	urban metropolitan	Macao, China	In-person unspecified and online	351	Snowball sampling

Sociodemographic sections and, in some cases, inconsistent or unrelated variables were excluded from this calculation (Table 4).

The analysis reveals that the number of mobility-related variables differs across the literature. While the typical range falls between two and six such variables per study, there is a variation in how extensively different studies incorporate these factors. In particular, the most pertinent article in the sample dedicates all its variables to examining tourism impacts on residents' travel behavior.

The variables address mobility issues at various spatial scales or are tailored to specific local contexts or events. Three out of 11 studies (27%) explicitly include variables that refer to local areas or neighborhoods, while the remaining eight studies apply their analysis to general area impacts.

The specification of transportation modes used by residents and simultaneously exposed to tourist flows – potentially generating conflict and forcing residents to alter their routines – is inconsistent across the studies, with six studies out of 11 (54.5%) not addressing the issue (Table 4). Among those that do mention transportation modes, there is a clear emphasis on public transport, which appears in all studies that specify modes.

The treatment of the transportation modes varies among the studies that address the issue. Three articles discuss transportation modes in a general manner, incorporating them as one of the factors influenced by increasing tourist flows within a broader impact discussion. Of the remaining two articles, one is fully focused on public transport, while the other adopts a multi-modal approach, considering both public (bus) and private (car, motorcycle) transportation modes.

The vast majority of studies (81.8%) do not include types of resident mobility affected by tourism in their analysis (Table 4). Of the two studies that do specify the mobility types, both concentrate on the work-leisure dichotomy.

Similarly, nine out of 11 studies do not examine the reaction of residents to the perceived impacts of tourist flows on their daily mobility (Table 4). The two studies that do address this issue observe different types of responses. One study documents negative consequences of tourism on residents' daily life, such as deterrence and reduction of mobility. The other study notes adaptation of routines, expressed through changes in transportation mode and usual routes.

3.3. Analysis and findings

3.3.1. Questionnaire design

All studies used five-point Likert-type scales questionnaires to collect data (Table 5). While the majority leveraged questions with the standard agree-disagree spectrum, some adapted the scale for specific contexts. In addition to that, one study incorporated additional scales (three-point and 10-point) depending on the survey section and employed binary options for specific categorical data. Furthermore, two studies used choice experiment and stated preference surveys as complementary methods to gather additional data.

3.3.2. Survey results format

Among the publications included in the analysis, a mix of methodologies is observed, with both separate questions and composite indicators being used. The separate questions format of presenting the results is more prevalent, used nearly in two-thirds of the studies (63.6%), while 36.4% of the studies analyzed use composite indicators when communicating the outcomes (Table 5).

3.3.3. Method of analysis

The selected studies employ a wide range of analytical methods, spanning from basic descriptive statistics to advanced techniques such as structural equation modeling (Table 5). Multiple methods of statistical analysis are used in the majority of studies (81.8%, n=9). Of these, eight studies explicitly mention descriptive statistics or univariate analysis as an initial analytical step, followed by more complex methodologies, which include some form of the regression analysis, used in six studies, and structural equation modeling and various forms of factor analysis that are employed in four studies each, often combined with other methods. Only two studies in the sample rely on a single analytical method to perform the data analysis.

3.3.4. Main findings related to mobility

The methodological choices in data collection and analysis influence how visitor mobility impacts on local communities are measured and interpreted, and this section analyzes these mobility-related findings across questions or variables from the sampled studies. Four publications (36.4%) do not provide specific results related to tourism impacts on residents' daily mobility (Table 6). The studies that do address these impacts reveal that residents generally perceive tourism-related mobility impacts negatively, with congestion being the most frequently cited nuisance factor (observed in three studies). Traffic accidents and public transportation issues are each reported as concern for the residents in two studies. However, the relationships between tourism and its impacts, and residents' attitudes or coping behaviors are complex and sometimes contradictory. For instance, one study found that increased congestion due to tourism has negative influence on negative attitudes of residents towards tourists, and that degradation and increased difficulty of access to public spaces positively influences welcoming and supportive attitude towards tourists (at the same time having positive influence on negative attitudes of residents towards tourists). Some studies found no significant relationship between negative tourism-related mobility impacts and community's quality of life. Finally, several studies, among other variables, analyzed the factors that influenced residents' perceptions of tourism-related mobility issues, such as residency characteristics, personal involvement in tourism, and specific local conditions.

4. Discussion

This review highlights a contradiction in both tourism and transport research. Tourism essentially involves mobility, thus tourists are by definition highly mobile, perform complex trips, use transport intensively, and concentrate their movement in specific areas (Domènech et al., 2020; Harz & Sommer, 2022; Su et al., 2020). Currently, urban tourism and sustainable transportation are receiving increasing attention from researchers due to the rapid growth in both fields. Yet only 11 quantitative empirical studies explicitly analyzing tourism's impacts on everyday resident mobility were identified to date in two of the largest academic databases, and only one study by Morfopos et al. (2023) made this analysis its primary focus. Ultimately, after two decades of city tourism growth coinciding with transport research's focus on sustainable mobility and livability, the intersection between the areas remains unexplored.

Therefore, this blind spot has critical implications. Tourism research tends to neglect or barely address mobility (Kiryluk et al., 2021; Zamparini & Vergori, 2021). Despite this topic being central to tourism, studies include related questions in unspecific form among broader impacts, never addressing it as a phenomenon requiring dedicated investigation. In turn, transport policies generally treat tourism-driven mobility as peripheral (International Transport Forum, 2015), rarely acknowledging it as a force reshaping urban systems. As a result, this disciplinary divide prevents integrated understanding.

Moreover, as Jahn and Wehling (1998) note, transportation research has focused mostly on the spatial and socio-spatial dimensions of mobility, neglecting its social, or symbolic, dimension; and tourism research, which does engage with the social and cultural meanings of travel, rarely examines how visitor flows influence residents' spatial mobility. This divide between fields leaves the impact of tourist activities on resident daily trips largely overlooked.

The following sections reveal the systematic patterns underlying these research shortcomings, including the lack of attention paid to

Table 4
Mobility-related aspects and impact variables presented in the studies.

Author, Year	Mobility-related items ratio	Mobility aspects[a]	Variables used in the study	Transportation mode	Resident mobility type	Reaction of residents
Moleiro et al., 2021	10 / 30	C, P, A	**Residents' perceptions of space appropriation:** *Degradation and increased difficulty of access to public spaces:* *Congestion:* **Residents' attitudes towards tourists:** *Negative attitude:* • Residents stop using certain public spaces • Degradation of spaces • Pollution in the spaces • Access to public spaces hindered • Functioning of public spaces and infrastructure hindered • Queues in public spaces • Public transport congestion • Excessive congestion of some public spaces • I have stopped going to some spaces because of their presence • I concede my time in the spaces because I know they are on	Public transport[b]	–	Deterrence, reduction
Neuts et al., 2012	6 / 20[c]	C, Par, N	**Neighborhood inconvenience experienced by residents:** *Nuisance because of traffic:* *Social disturbances:* • People walking on bicycle lane • Jaywalking • Incorrectly parked cars • Badly placed bicycles • Noise nuisance from traffic • Noise nuisance from tourists	–	–	–
Tuntipisitkul et al., 2021	7 / 23	C, PT, R, Ac	**Environmental sub-indicators:** **Sociocultural sub-indicators:** • Perceived impact on road condition • Perceived impact on noise pollution • Perceived impact on air pollution • Perceived impact on water pollution • Perceived impact on public transportation infrastructure and service • Perceived impact on congestion • Perceived impact on traffic accident problems	–	–	–
Vich et al., 2022	2 / 7	H	• The perceived risk of contagion due to the presence of tourists on public transport • The perceived risk of contagion due to the presence of tourists in public spaces	Public transport	Work / study, leisure / personal	–
Morfopos et al., 2023	8 / 8[d]	C, Par, Ac	**Impact of tourism on travel behavior of residents:** • Affected by traffic congestion • Selecting different trip routes • Making trips more or less frequently • Facing difficulties in finding parking space • Avoiding certain areas because of overcrowding • Avoiding certain beaches because of overcrowding • Paying more attention to road signs, pedestrian crossing etc. • Perceiving higher likelihood of being involved in car accidents	Bus, motorcycle, car	Work, leisure	Mode of transport modification, route change

(*continued on next page*)

Table 4 (*continued*)

Author, Year	Mobility-related items ratio	Mobility aspects[a]	Variables used in the study	Transportation mode	Resident mobility type	Reaction of residents
González Damián & Macías Ramírez, 2020	3 / 19	C, Par	**Impacts of tourism on mobility and transportation:** • Traffic on the streets increased • Finding parking places was more difficult • Increased difficulty to commute in the island	–	–	–
Berselli et al., 2021	3 / 33	C, Par	**Mobility problems caused by visitors:** • The Festival leads to overcrowding of local facilities in Pelotas • The Festival generates more traffic in Pelotas • During the Festival I find it difficult to find parking	–	–	–
Aria et al., 2023	5 / 33	C, N, P	**Social cost impact of tourism:** **Environmental impact of tourism:** • Tourism causes overcrowding on pedestrian routes in the city • Tourism increases noise pollution in the city • Air and vehicular traffic resulting from tourism damages the air quality of the city • The numerous maritime connections worsen the water quality in the port area of the city	Public transport, pedestrian[b]	–	–
Magadán-Díaz & Rivas-García, 2022	4 / 22	P, PT	**Environmental sub-indicators:** **Sociocultural sub-indicators:** • Perceived changes in air pollution • Perceived changes in water pollution • Perceived changes in noise pollution • Public transport infrastructure and services	Public transport[b]	–	–
Sánchez-Fernández et al., 2018	3 / 21	C, P	**Inconvenience caused by tourism:** **Environmental deterioration caused by tourism:** • Tourism has increased traffic congestion in the town • Tourism causes serious environmental pollution problems • Tourism has caused the saturation of some natural spaces	–	–	–
McCartney & Weng In, 2016	2 / 23[e]	C	• Tourism development increases the traffic problems of my neighborhood area • In recent years, my neighborhood has become overcrowded because of tourists	–	–	–

Note. Cells with "-" indicate that the information was not specified in the study.
[a]C: Congestion / traffic / crowdedness, P: Pollution, A: Access, Par: Parking, N: Noise, PT: Public Transport conditions, R: Road conditions, Ac: Accidents, H: Health (Risk of contagion). [b] Transportation mode is featured only as a question in the survey and analyzed further as one of the factors influenced by tourism. [c] Only questions subject to weighted least square factor analysis counted. [d] Only questions with same attributes (frequency) counted. [e] Only questions regarding residents' attitudes counted.

mobility, the gaps in understanding residents' adaptive responses, and geographic and methodological constraints.

4.1. Mobility as a side quest

The secondary position of mobility in tourism research is already visible in the screening process itself. This and related concepts, such as public transport and public space, are frequently embedded in urban tourism studies, appearing in thematic frameworks, motivations, and keywords of papers fundamentally focused on other priorities. As a result, a significant portion of retrieved articles briefly reference resident mobility within broader discussions of tourism impacts without treating it as a central object of study.

Within the papers under review, the same pattern is observed. To assess the relative emphasis placed on this topic, the ratio of mobility-related items to the total number of variables can be analyzed. While this ratio does not directly demonstrate the importance assigned to mobility and its impacts, the predominantly low proportion of mobility-related items in the selected studies provides an indirect measure of attention given to this subject. In Berselli et al. (2021), for instance, 3 of 33 questions addressed impacts on resident mobility, and in McCartney and Weng In (2016), 2 of 23. In other words, most studies include

Table 5
Types of questionnaire design and statistical techniques employed in the studies.

Author, Year	Questionnaire design	Survey results format	Method of analysis
Moleiro et al., 2021	• 5-point Likert-type scale	Separate questions	• Descriptive statistics • Principal component analysis • Multiple linear regression
Neuts et al., 2012	• 5-point Likert-type scale • Choice experiment (12 binary set questions about different attributes of space and including a price component)	Composite indicator	• Weighted least square factor analysis • Conditional logit model • Random parameter logit model
Tuntipisitkul et al., 2021	• 5-point Likert-type adapted scale (1 = severe deterioration of local conditions; 5 = substantial improvement)	Separate questions	• Descriptive statistics • Regression analyses (ordinary least squares, seemingly unrelated regression, ordered logistic regression)
Vich et al., 2022	• 5-point Likert-type adapted scale (1 = null perceived safety from COVID-19 when traveling on public buses; 5 = high perceived safety) • Additional scales: o 1 = null perceived risk of contagion due to the presence of tourists; 3 = complete perceived risk o 1 = low general preoccupation with COVID-19 contagion; 10 = high general preoccupation • Binary options: o Motivation for the trip (Work or studies / Leisure or personal) o Captivity (Yes / No)	Separate questions	• Descriptive statistics • Ordered logistic regression
Morfopos et al., 2023	• 5-point Likert-type adapted scale (1 = never; 5 = always) • Stated preference survey	Separate questions	• Multinomial logistic regression
González Damián & Macías Ramírez, 2020	• 5-point Likert-type scale	Composite indicator	• Univariate analysis • Confirmatory factor analysis • Structural equation modeling
Berselli et al., 2021	• 5-point Likert-type scale	Composite indicator	• Univariate analysis • Factor analyses (exploratory and confirmatory) • Structural equation modeling
Aria et al., 2023	• 5-point Likert-type scale	Composite indicator	• Univariate analysis • Principal component analysis • Partial least square structural equation modeling
Magadán-Díaz & Rivas-García, 2022	• 5-point Likert-type adapted scale (1 = severe degradation; 5 = substantial betterments)	Separate questions	• Descriptive statistics • Regression analyses (ordinary least squares, seemingly unrelated regression, ordered logistic regression)
Sánchez-Fernández et al., 2018	• 5-point Likert-type scale	Separate questions	• Univariate analysis • Partial least square structural equation modeling
McCartney & Weng In, 2016	• 5-point Likert-type scale	Separate questions	• Descriptive statistics

mobility questions for completeness rather than to understand tourist-resident mobility dynamics. Morfopos et al. (2023), by contrast, dedicated all survey items to the topic.

Given that this matter has not been carefully scrutinized, there is no attempt to theorize how tourism affects local mobility systems, when effects become significant, or why certain adaptations occur. With the exception of Morfopos et al. (2023), the reviewed studies report mobility impacts without exploring their causes or mechanisms further, treating them as a simple fact requiring no explanation or investigation. With only one dedicated paper, tourism's influence on resident mobility is not being examined as a research topic in its own right but remains scattered across studies with different primary interests.

4.2. *Mobility aspects prejudice*

The coverage of mobility aspects involved in analysis also reveals certain imbalances. Among the mentioned factors, the most common relate to transportation and its implications, such as congestion, pollution, and difficulties with parking, which portrays tourist mobility impacts primarily as a traffic problem.

Public transport and its conditions receive the most attention, appearing in all studies that specify transportation modes. This focus can be attributed to the visible impact that visitor influx may have on public transportation capacity and service quality (Albalate & Bel, 2010; Pagliara et al., 2014), as well as conflicts that might arise between tourists and residents over limited resources (Peeters et al., 2018). However, the treatment remains superficial. Studies largely fail to examine how crowding affects public transport systems, how capacity or service levels adjust in response, or how increased tourist flows affect residents' mobility *per se*.

Despite confirming that the transportation-related mobility aspects are the most substantial, private vehicles received due consideration only in Morfopos et al. (2023). This suggests an area for further exploration in future studies, particularly given the frequent use of rental and private vehicles in tourism locations outside large urban settings. Analysis by Perles-Ribes et al. (2020) revealed that private vehicles were used more intensively at residential tourism destinations.

This focus on individual modes of transportation overlooks how

Table 6
Summary of categorized findings of the reviewed studies.

Author, Year	Direct effects on resident mobility	Indirect effects on resident mobility	Other general findings
Moleiro et al., 2021	*Main findings:* • The most negative perceptions of appropriation of space is related to congestion • Residents have difficulties in using the public space when there is a greater number of tourists • Tourists hinder access to public spaces	*Main findings:* • Residents encounter some difficulties in using urban infrastructure and services when tourists are present • Negative attitude: Residents avoid interacting with tourists, but rarely complain when they interfere; residents stop going to events because of tourists, but rarely force them out from the spaces	*Main findings:* • Welcoming attitude towards tourists: Residents respect the presence of tourists, are kind to them, and help them • Positive passive attitude: Residents value tourist presence, its effects, and resulting changes in public spaces. Those who perceive a more positive appropriation of public spaces, such as issues of respect and appreciation of local culture and heritage, and respect for the norms and rules of public spaces, are those who have a more positive passive attitude towards tourists • Respect and appreciation of local culture and heritage influences more on attitude towards tourists than degradation and increased difficulty of access to public spaces • Those who perceive a more negative appropriation of public spaces, are those who later reveal a more negative attitude towards tourists, while congestion has weaker negative influence • Degradation and access to public spaces has some negative influence on welcoming attitude towards tourists, but weaker than respect for local culture's positive influence
Neuts et al., 2012[a]	*Main findings:* • Nuisance because of traffic: people walking in bicycle lane and jaywalking • Social disturbances: incorrectly parked cars, badly placed bicycles	*Main findings:* • Social disturbances: noise nuisance from traffic, noise nuisance from tourists	Not related to impacts of tourism
Tuntipisitkul et al., 2021	*Main findings:* *Secondary findings:* • Residents perceived worsening conditions in sociocultural indicators (traffic accident problems, congestion, and public transportation infrastructure and services) and environmental indicators (physical conditions of the road) • Residency duration negatively affected perceptions of road accident problems • Frequent participation in tourism activities improved perceptions of traffic accident problems and congestion • Thalang district residents reported worse perceptions of congestion and public transportation infrastructure and services	*Main findings:* *Secondary findings:* • Residents perceived worsening in environmental indicators (water / air / noise pollution) • Residency duration negatively affected perceptions of pollution • Tourism-related jobs negatively affected the perceptions of air pollution • Higher education level associated with worse perceptions of air pollution and noise pollution • Regular tourist interaction improved perceptions of road conditions • Frequent participation in tourism activities improved perceptions of pollution and road conditions	*Main findings:* *Secondary findings:* • Perceived worsening in waste management, beach quality, public spaces, water quality, safety, crime, social issues, public participation, city planning, and living costs • No perceived impact on job opportunities, and income distribution • Residents perceived improvement in cultural conservation • Residency duration linked to worse perceptions of certain environmental, sociocultural, and living costs • Tourism-related jobs negatively affected perceptions of public space management • Frequent participation in tourism activities improved perceptions of certain sociocultural, and worsened perceptions of certain economic indicators • Higher education level associated with worse perceptions of cultural conservation and job opportunities • Tourist interaction worsened the perception of social inequality • Thalang residents had worsened perceptions of cultural conservation, public participation, and job opportunities • Women perceived better public space management and income distribution • Frequent participation in tourism activities improved perceptions of income distribution and job opportunities
Vich et al., 2022	Not analyzed	*Main findings:* • Risk perception due to tourists' presence on public transport significantly affected safety perception • No significant influence among highly COVID-concerned residents, but significant influence among moderately COVID-concerned residents	*Main findings:* • High general preoccupation with COVID-19 infection • Those who reported a higher general preoccupation with COVID-19 contagion rated their perception of safety on public buses significantly lower

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Table 6 (*continued*)

Author, Year	Direct effects on resident mobility	Indirect effects on resident mobility	Other general findings
		• Those who reported that their perceived risk of contagion would change due to the presence of tourists, showed a significantly lower perception of safety on public transport	• Those older than 55 years trusted public transport with respect to infection at a higher degree • A significant negative association between preoccupation with contagion and perceived safety • Residents who had no transportation alternatives reported significantly higher safety perceptions on public transport compared to those who had other options available.
Morfopos et al., 2023	*Main findings:* • Higher perceived accident risk during the tourist season led to car preference over motorcycle • Traffic congestion, beach overcrowding, and increased attention to road signs and other road elements associated with motorcycle preference • Bus use related to lower perceived driving risk and occasional congestion • Residents prefer motorcycle to car during high season and vice versa during off-season, compared to mid-season	*Secondary findings:* • Tourism sector workers more likely to use motorcycles which may be based on the fact that large portion of their trips are seasonal, when traffic volumes are high	*Secondary findings:* • Rhodes city residents and men are more likely to choose motorcycles over cars • Women and non-tourism workers are more likely to use buses • Income negatively correlated with motorcycle/bus usage • Higher education negatively correlated with motorcycle/bus usage • Frequent travelers and tourism workers prefer cars over motorcycles/buses • Work trips associated with higher motorcycle/bus usage
González Damián & Macías Ramírez, 2020	Not analyzed	*Main findings:* • Non-hosts of VFR travelers perceived the community well-being negatively influenced by the impact of VFR travel on mobility and traffic	*Main findings:* • Hosts and non-hosts of VFR travelers perceived positive economic impacts on emotional and community well-being • Non-hosts of VFR travelers perceived positive community impacts on emotional and community well-being • Community well-being positively influenced life satisfaction of hosts and non-hosts at the tourist destination • Emotional well-being positively affected life satisfaction of non-hosts at the tourist destination
Berselli et al., 2021	Not analyzed	*Main findings:* • No significant negative influence of mobility impacts on quality of life or community pride	*Main findings:* • Economic benefits positively influenced quality of life and community pride • Community pride positively influenced quality of life • Social benefits positively influenced community pride • No significant influence of socio-environmental impacts on quality of life or community pride
Aria et al., 2023	Not analyzed	Not analyzed	*Main findings:* • Citizen engagement in public policy negatively influenced environmental impact and economic cost impact • Citizen engagement in public policy positively influenced cultural impact • Social cost impact positively influenced environmental impact • Economic cost impact positively influenced social cost impact
Magadán-Díaz & Rivas-García, 2022	*Main findings:* • Changes related to public transport infrastructures and services are perceived as unfavorable • Respondents do not perceive significant positive or negative changes in aspects like accidents on the St. James Way and congestion of public services	*Main findings:* *Secondary findings:* • Changes related to noise pollution are perceived as unfavorable • Improvement in water pollution perceived as a favorable change • No significant change perceived in air pollution • Women were more likely to perceive an improvement in environmental conditions, and length of residence, residence in Pola de Allande, job related to tourism sector, and higher education negatively influenced these perceptions	*Main findings:* • Problems in management and waste treatment, the state of the Primitive Way, evolution of prices of goods and services, and cost of living perceived as unfavorable changes • Changes related to drinking water quality, crime control, reduction of social conflict and social inequalities, security improvements, income distribution, and employment opportunities perceived as favorable • No significant changes perceived in urban planning, management of public spaces, planning, management, and public control of tourism development, and land and housing prices
Sánchez-Fernández et al., 2018	*Main findings:*	*Main findings:*	*Main findings:*

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Table 6 (*continued*)

Author, Year	Direct effects on resident mobility	Indirect effects on resident mobility	Other general findings
	• Overcrowding and inconvenience to residents have a significantly positive effect on difficulty enjoying public spaces and positive but marginally significant effect on residents' attitudes • Environmental deterioration has a significant effect on difficulties enjoying public spaces and negative but non-significant effect on general residents' attitudes[b]	• Environmental deterioration has a significant effect on difficulties enjoying public spaces and negative but non-significant effect on general residents' attitudes[b]	• Higher prices do not have a significant effect on the perception of difficulty in the enjoyment of public spaces and an insignificant positive effect on the general residents' attitudes toward tourism • The level of insecurity and illicit activities does not have any significant effects on the enjoyment of public spaces and the attitude toward tourism • The loss of local culture causes a significant and positive effect on the difficulties in enjoying public spaces and a significant and negative effect on residents' attitudes • The difficulties to enjoy public spaces have the negative effect on residents' attitudes but it is not significant
McCartney & Weng In, 2016	*Main findings:* • Traffic congestion and overcrowding create negative community attitude	Not analyzed	*Main findings:* *Secondary findings:* • Neutral response on the impacts on recreational facilities, community pride and quality of life • Positive impressions of the impacts on tourism tax revenues, job creation, and preserving cultural identity • Inflation, cost of living, increase in crime, and increase in friction between locals and visitors create negative community attitude • Residents not working in tourism showed more negative attitudes toward tourism development and did not feel that overall benefits outweighed the negative impacts compared to those in the industry • Strong consensus exists between tourism workers and non-tourism workers regarding which tourism products are more acceptable for Macao's future

[a]The authors explicitly mention that the findings on the general space use should be translated to tourism impacts. Since visitors form an integral part of the collective urban population, it becomes methodologically challenging to distinguish tourist-specific impacts from broader crowding patterns.
[b]The finding appears in two columns because the composite environmental deterioration indicator includes both direct mobility effects (tourism has caused the saturation of some natural spaces) and negative externalities (tourism causes serious environmental pollution problems) variables.

tourism triggers modal shifts. While Morfopos et al. (2023) describe residents changing their preferences as consequence of elevated tourism during peak season, these adaptive behaviors and their cascading effect on entire mobility systems remain largely unexplored.

The impact of tourism on active mobility is not part of the discussion either. Walking and cycling are particularly vulnerable to tourist pressures in historic centers and recreational areas, but the competition for sidewalk space, frustration over shared cycling infrastructure, and pedestrian safety concerns stay uninvestigated, yet being daily realities in many tourist destinations (García-Hernández et al., 2017; Li et al., 2024; Tinessa et al., 2021; Vegas-Macias, 2025). Aria et al. (2023) included pedestrian routes overcrowding as one of the indicators of social cost impact, but no specific analysis was performed.

Continuing with the topic of social implications, aspects related to residents' quality of life receive little attention from the authors. When addressed, studies primarily capture noise and accidents as nuisance factors for local communities. This disparity suggests that resident populations could benefit from more studies exploring the relationships between visitor flows and residents' wellbeing.

4.3. The adaptation gap

The major trend of limited focus on mobility aspects continues with narrow evidence on the exact implications for residents' daily mobility. Moleiro et al. (2021) suggest negative impacts, indicating that tourism and corresponding visitor mobility may discourage or decrease residents' mobility, and Morfopos et al. (2023) prove that residents readjust their behavior in response to tourism by altering modes, routes, and spatial patterns. However, drawing comprehensive conclusions about adaptation strategies of local populations requires deeper knowledge of underlying processes. The most critical points include understanding how residents' mobility behavior changes with changing visitor intensity and according to their sociodemographic characteristics and trip purpose, and what the consequences of mobility adaptations are at private (social participation and quality of life) and public (effects on transport system performance and sustainability) levels.

The variability in findings can be attributed partly to the high context dependency of both the research studies and the impact that tourism causes on resident activities (Almeida García et al., 2015). For example, factors such as the type of visit and visitor, local infrastructure, and pre-existing mobility patterns can contribute to shaping the overall impacts.

4.4. Geographic bias and methodological limitations

Geographical coverage of the studies included into the sample also reveals systematic biases. Research tends to focus on urban areas in Europe, providing minimal evidence from Latin America and Asia, and completely overlooking Africa. Tourism on the African continent is growing, but destinations continue to face significant transport infrastructure difficulties (Adeola et al., 2018; Jennings, 2020; Lartey & Glaser, 2024). Therefore, tourism mobility dynamics in contexts with informal transport systems, inadequate facilities, or different cultural mobility norms have not been examined.

This observed concentration on European cases likely reflects not only the historical prominence of tourism studies in the region (Butowski, 2020), but also the scale and economic significance of tourism in Europe (Palazzo et al., 2022), strong research capacity and policy interest, dense tourism networks (Xie et al., 2021), and the acute problem of overtourism in historic cities (Alsharif et al., 2025). Moreover, even within this context, investigators are predominantly interested in Mediterranean locations, neglecting other European settings with different tourism patterns and mobility infrastructure.

The strong emphasis on urban territories suggests that the impact of tourism on everyday lives of the local population in cities and towns has captured greater research attention due to the larger volumes of both visitors and residents, and more intensive routine mobility flows (Biagi et al., 2020). Additionally, this focus might reflect the higher concentration of tourist activities in urban areas or the greater complexity of visitor-induced effects in more densely populated environments (Bohlin et al., 2022). However, the existing dominance of coastal and urban destinations means that tourism's impact in other geographical settings, such as heritage cities or rural agritourism areas, remains unexplored.

Another significant gap is the absence of comparative analysis. Although selected papers span diverse contexts, from Macao's compact urban structure (McCartney & Weng In, 2016) to beach towns in Uruguay (Sánchez-Fernández et al., 2018), there is no attempt to perform a cross-context comparison and investigate how cultural, infrastructural or developmental differences shape impacts of tourist mobilities on local communities, something that cannot be proved by isolated case studies.

Methodological limitations that undermine knowledge accumulation also represent a notable problematic point. Inconsistencies emerge as early as at the data collection stage: while cluster and stratified sampling approaches enhance representativeness across different subgroups, allowing for better understanding of population diversity (Teeroovengadum & Nunkoo, 2018), the use of convenience and simple random sampling methods might reflect difficulties in accessing specific populations or resource constraints. The lack of specified sampling methodology in three studies (Aria et al., 2023; Berselli et al., 2021; Neuts et al., 2012) introduces uncertainty to the analysis, influences the overall quality of the review results, and hampers their generalizability. Potential selection bias is also an issue, as in the papers with the largest samples among the analyzed, the sampling method was not specified, and online surveys were used as the data collection strategy (Hwang & Fesenmaier, 2004).

However, the most critical issue is that the lack of methodological standardization impedes meaningful comparison or meta-analysis. Inconsistent sampling frameworks result in a mix of approaches without considering how sampling methods affect findings about spatial impacts on resident mobility. In addition, each study develops unique survey items, analyzing variables as they appear in the original data or using composite indicators of tourism influence. This variety of techniques poses challenges for evaluating impact magnitudes across destinations. Finally, all studies use cross-sectional designs, capturing single moments but not examining how impacts vary seasonally, if residents adapt over time, or if threshold effects exist.

This procedural fragmentation means that after reviewing 11 papers, it remains uncertain whether perceived impacts of visitor mobility on resident mobility are reliable indicators of actual behavioral change or, for instance, whether these impacts intensify with growing visitor numbers. Therefore, the methodological inconsistency reinforces the geographic shortfall when comparing effects in different contexts and undermines the ability of research to develop transferable knowledge.

4.5. Future research and limitations

All of the previously mentioned gaps demand a fundamental shift from documenting impacts to understanding the mechanisms behind these impacts. Theoretical frameworks explaining how visitor flows translate into mobility constraints, what triggers resident responses, and why certain adaptations occur, will provide a foundation for rigorous empirical analysis. Established transport and land-use modeling traditions, which have long examined how transport conditions shape location and mobility decisions (Pagliara et al., 2010), offer methodological inspiration for developing such frameworks in tourism-resident context.

At a more applied level, comparative studies across different destination types, development stages, and cultural contexts are needed. More importantly, advancing this field requires greater procedural standardization and operational specificity in how mobility impacts are measured.

Regarding survey instruments, future research should at minimum capture direct impacts on residents' spatial and socio-spatial mobility, including traffic congestion, public space and public transport overcrowding, hindered access to public spaces, public transport infrastructure and service conditions, parking difficulties, and risk of accidents. Beyond perceived impacts, surveys should also distinguish residents' behavioral responses, such as modal shifts, route adjustments, trip frequency reduction, or avoidance of specific destinations, which are conceptually distinct from perception of nuisance but rarely measured separately. Differentiating by trip purpose (work, leisure, errands) and by aspects of the trip experience (duration, comfort, safety) would further enrich the evidence base. Crucially, consistent terminology across studies is needed, as the current variations impede comparison across cases (for example, "Queues in public spaces" versus "Overcrowding of local facilities").

Future studies would also benefit from mixed-method designs that combine resident perception surveys with objective mobility data. GPS tracking, already established in tourist mobility research (Delclòs-Alió et al., 2025; Edwards & Griffin, 2013), could be adapted to capture changes in residents' routine travel as a reaction to tourist flows, providing behavioral validation for survey-based findings. Moreover, research designed around peak and off-peak tourist seasons, or longitudinal panel designs tracking the same residents over time, would allow distinguishing seasonal effects from structural changes and examining whether impacts intensify as tourism grows. Intra-seasonal variation also deserves attention: differences between weekdays and weekends, or between daytime and evening periods, may reveal important patterns in how tourist mobility interacts with resident mobility at finer temporal scales (Domènech et al., 2020).

Another opportunity is related to the types of sources examined. The current analysis is focused on peer-reviewed articles from citation databases, which document the academic perspective on the subject and exclude governmental documents, technical reports, and other unpublished works. Expanding the scope to include these materials would allow a comparison of how tourism impacts on resident mobility are addressed in academic research and in urban planning, where concerns often emerge prior to systematic investigation.

A limitation of this paper lies in its exclusive focus on quantitative empirical studies, potentially overlooking valuable insights from qualitative research that could highlight lived experiences and adaptive behaviors of the local people. Despite this limitation, the present review is the first one to analyze how resident mobility impacts have been reflected in the scientific literature, establishing a baseline for further investigation. By documenting the scarcity of academic studies on this subject, identifying methodological patterns and gaps, and determining future priorities, this work can serve as a reference for researchers interested in the topic. Understanding visitor-resident mobility dynamics and evaluating the effectiveness of territorial, tourism, and mobility planning responses has become critical for destinations struggling with increasing tourist flows. Developing a robust knowledge base is therefore essential for designing more balanced and sustainable environments.

5. Conclusion

Having demonstrated a knowledge deficit at the intersection of tourism and transport research, this review makes an interdisciplinary contribution by establishing the topic of tourism impacts on resident mobility as a crucial area for advancing knowledge, requiring collaborative attention from both tourism and transport scholars. This oversight has practical consequences, as destinations worldwide increasingly require theoretical and empirical guidance for managing visitor-resident mobility conflicts (Postma & Schmuecker, 2017).

The patterns identified across the studies suggest that the impacts of

tourist mobility on resident mobility have not been addressed as a distinct line of systematic investigation. The concentration of cases in a narrow range of contexts, the reliance on perception-based cross-sectional surveys, and inconsistent measurement scales should not be seen as isolated limitations. Rather, they reflect a field that is still in an early stage of development, shaped more by available opportunities than by a coherent research design. As long as studies remain largely case-specific and rely on ad hoc methodological approaches, their findings are difficult to generalize, compare, or integrate into a cumulative knowledge base.

Despite these constraints, the evidence available suggests marked impacts requiring timely attention. The finding that residents adapt their transportation mode choices in response to perceived congestion and compromised safety highlights the importance of tourism management strategies that address local mobility needs during peak tourism periods. Several studies report that combined resident and visitor demand led to negative perceived changes in the quality of public transport infrastructure and services. This observation points to the need for greater attention by urban planners to infrastructure investment and service capacity projections. Yet without comprehensive research, destinations lack evidential framework for balancing visitor and resident mobility needs, potentially compromising both tourism experiences and resident quality of life.

This review establishes a research agenda for advancing studies on mobility aspects on the impacts of visitor mobility on resident mobility, which actually form a foundation for all tourism impacts, as a distinct field. Future priorities must include 1) developing theoretical frameworks explaining the origin of tourism mobility impacts, their direct effects on mobility of residents, and subsequent adaptation strategies; 2) creating standardized measurement guidelines enabling cross-destination comparison; 3) employing mixed-method approaches combining surveys with objective mobility data; 4) conducting studies in different settings, as well as in areas with varying tourism intensity and projected growth patterns, or among different resident groups; 5) investigating temporal dynamics through longitudinal designs, capturing seasonal variations and long-term adaptations; and 6) connecting mobility impacts to broader sustainability and livability goals. Without addressing these gaps, destinations cannot develop effective strategies to ensure harmonious coexistence between visitors and residents.

CRediT authorship contribution statement

Anna Kazakova: Writing – original draft, Methodology, Formal analysis, Conceptualization. **Xavier Delclòs-Alió:** Writing – review & editing, Supervision, Conceptualization. **Aaron Gutiérrez:** Writing – review & editing, Supervision, Project administration, Funding acquisition, Conceptualization.

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Declaration of competing interest

The authors declare that they have no known competing financial interests or personal relationships that could have appeared to influence the work reported in this paper.

Appendix A

Table A1
Screening protocol: questions and decision rules

Stage	Question	If no	Illustrative excluded record
Identification (pre-screening)	Is the record unique (not a duplicate)?	Exclude(n = 382)	-
Identification (pre-screening)	Is it written in English?	Exclude(n = 68)	*Spatial Mobility of Homeless People - Map analysis based on questionnaires from the Prater street's day center* (2020) (Hungarian); *Impacts associated with tourism in the community of Jose Maria Morelos, Jalisco, Mexico* (2020) (Spanish)
Identification (pre-screening)	Is it published in a peer-reviewed journal?	Exclude:conference proceedings(n = 150);books and book chapters (n = 95)	*Restoring the value of trolley vehicles to augment progress in urban mobility towards smart cities: Portugal case study* (2016) (conference proceedings); *Foodie tourist behavior* (2022) (book chapter); *Miami: Mistress of the Americas* (2011) (book)
Title / abstract / full text	Does the study concern tourism or visitor presence?	Exclude	*Uncovering disparities in water-based outdoor recreation using cell phone mobility data* (2024); *Territorial sustainability performance assessment in African context: Case study of the Moroccan provinces* (2023)
Title / abstract / full text	Does the study concern both residents and visitors, rather than one group alone?	Exclude	*Travel behavior on vacation: transport mode choice of tourists at destinations* (2022); *Sociodemographic characteristics influencing the participation of residents in geotourism* (2024)
Title / abstract / full text	Is tourism or visitor presence analyzed as a factor, rather than serving only as the study setting?	Exclude	*Feeling a historic city: Porto landscape through the eyes of residents and visitors* (2022); *Who's afraid of pedestrianisation? Residents' perceptions and preferences on street transformation* (2024)
Title / abstract / full text	Does the study address mobility outcomes, either as distinct variables or as explicitly named components of a composite indicator, rather than other tourism impacts on residents?	Exclude	*Tourism environmental impacts assessment to guide public authorities towards sustainable choices for the post-COVID era* (2021); *The contribution of tourism to municipal solid waste generation: A mixed demand-supply approach on the island of Tenerife* (2020)

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Table A1 (*continued*)

Stage	Question	If no	Illustrative excluded record
Title / abstract / full text	Does "mobility" refer to daily physical travel, rather than migration or social and cultural mobility?	Exclude	*The Effects of International Retirement Migration on Indigenous Communities: Empirical Insights from Cotacachi, Ecuador* (2023); *The Chinese Socio-Cultural Sustainability Approach: The Impact of Conservation Planning on Local Population and Residential Mobility* (2018)
Title / abstract / full text	Does the study assess the influence of visitor flows on residents, rather than merely comparing the two populations?	Exclude	*Neighborhood characteristics encouraging micromobility: An observational study for tourists and local users* (2023); *Comparing spatial and content analysis of residents and tourists using geotagged social media data. The historic neighbourhood of Alfama (Lisbon), a case study* (2021)
Title / abstract / full text	Is the design empirical and quantitative?	Exclude	*'We are waiting for the end': ageing and (im)mobility in the tourist city* (2025); *Social sustainability of tourism in Iceland: A qualitative inquiry* (2019)

Note. Pre-screening filters were applied sequentially; where a record met more than one, the first applicable reason was recorded. The remaining criteria were assessed as a set rather than in a fixed order, first on titles and abstracts and, where these did not allow a decision, on the full text. Records were excluded at the earliest point at which any criterion could be answered negatively with confidence. Exclusions were not recorded individually at the title and abstract stage; the table therefore reports the criteria used rather than counts for each criterion.

Table A2
Articles assessed for eligibility and excluded, with reasons (n = 20)

#	Reference	Reason for exclusion
1	Alvarez-Sousa, A. (2018). The Problems of Tourist Sustainability in Cultural Cities: Socio-Political Perceptions and Interests Management. *Sustainability*, *10*(2), 503. https://doi.org/10.3390/su10020503	No mobility outcome examined
2	Almeida-García, F., Cortés-Macías, R., & Parzych, K. (2021). Tourism Impacts, Tourism-Phobia and Gentrification in Historic Centers: The Cases of Málaga (Spain) and Gdansk (Poland). *Sustainability*, *13*(1), 408. https://doi.org/10.3390/su13010408	No mobility outcome examined
3	Ranasinghe, R., & Cheng, L. (2020). Tourism-Driven Mobilities: Scale Development Approach in Postwar Growth Setting in Sri Lanka. *International Journal of Asian Business and Information Management*, *11*(3), 119–134. https://doi.org/10.4018/IJABIM.2020070108	No mobility outcome examined
4	Kwong, Y. M., & Li, Y. (2020). In-place or out-of-place? Host–guest encounter under 'One Country, Two Systems.' *Current Issues in Tourism*, *23*(12), 1460–1479. https://doi.org/10.1080/13683500.2017.1398218	No mobility outcome examined
5	Rama, M., Carral, E., González-García, S., Torres-Feijó, E., Del Rio, M. L., Moreira, M. T., & Feijoo, G. (2022). Balance between Hosts and Guests: The Key to Sustainable Tourism in a Heritage City. *Sustainability*, *14*(20), 13253. https://doi.org/10.3390/su142013253	No mobility outcome examined
6	Coscia, C., & Pasquino, F. (2023). Demand Analysis Models to Support Cultural Tourism Strategy: Application of Conjoint Analysis in North Sardinia (Italy). *Land*, *12*(12), 2150. https://doi.org/10.3390/land12122150	No mobility outcome examined
7	Marchesani, F., Masciarelli, F., & Bikfalvi, A. (2023). Cities (r)evolution in the smart era: Smart mobility practices as a driving force for tourism flow and the moderating role of airports in cities. *International Journal of Tourism Cities*, *9*(4), 1025–1045. https://doi.org/10.1108/IJTC-05-2023-0104	No mobility outcome examined
8	Kiryluk, H., Glińska, E., Ryciuk, U., Vierikko, K., & Rollnik-Sadowska, E. (2021). Stakeholders engagement for solving mobility problems in touristic remote areas from the Baltic Sea Region. *PLOS ONE*, *16*(6), e0253166. https://doi.org/10.1371/journal.pone.0253166	No mobility outcome examined
9	Xiaoping, Z., Zhu, H., & Deng, S. (2014). Institutional ethical analysis of resident perceptions of tourism in two Chinese villages. *Tourism Geographies*, *16*(5), 785–798. https://doi.org/10.1080/14616688.2014.955875	No mobility outcome examined[a]
10	Croes, R., Park, J.-Y., & Bonilla, J. (2024). Tourism and Resident Well-Being: Balancing Economic Gains, Social Dynamics, and Environmental Challenges Across Urban and Rural Divides. *Tourism and Hospitality*, *5*(4), 1217–1235. https://doi.org/10.3390/tourhosp5040068	No mobility outcome examined[a]
11	Plichta, J. (2019). The co-management and stakeholders theory as a useful approach to manage the problem of overtourism in historical cities – illustrated with an example of Krakow. *International Journal of Tourism Cities*, *5*(4), 685–699. https://doi.org/10.1108/IJTC-12-2018-0107	Not empirical or quantitative
12	Elorrieta, B., Cerdan Schwitzguébel, A., & Torres-Delgado, A. (2022). From success to unrest: The social impacts of tourism in Barcelona. *International Journal of Tourism Cities*, *8*(3), 675–702. https://doi.org/10.1108/IJTC-05-2021-0076	Not empirical or quantitative
13	Moscardo, G., Konovalov, E., Murphy, L., & McGehee, N. (2013). Mobilities, community well-being and sustainable tourism. *Journal of Sustainable Tourism*, *21*(4), 532–556. https://doi.org/10.1080/09669582.2013.785556	Not empirical or quantitative
14	Hall, D. R. (1999). Conceptualising tourism transport: Inequality and externality issues. *Journal of Transport Geography*, *7*(3), 181–188. https://doi.org/10.1016/S0966-6923(99)00001-0	Not empirical or quantitative
15	Egresi, I. O., Răcăşan, B. S., Dezsi, S., Ilieş, M., & Ilieş, G. (2021). Christmas markets in city centers: How do they impact local residents and businesses? *International Journal of Tourism Cities*, *7*(2), 391–409. https://doi.org/10.1108/IJTC-03-2020-0040	Studies only one group (residents)
16	Karanikola, P., Panagopoulos, T., Tampakis, S., & Tsantopoulos, G. (2018). Cycling as a Smart and Green Mode of Transport in Small Touristic Cities. *Sustainability*, *10*(1), 268. https://doi.org/10.3390/su10010268	Studies only one group (residents)
17	Scuttari, A., Lucia, M. D., & Martini, U. (2013). Integrated planning for sustainable tourism and mobility. A tourism traffic analysis in Italy's South Tyrol region. *Journal of Sustainable Tourism*, *21*(4), 614–637. https://doi.org/10.1080/09669582.2013.786083	Studies only one group (visitors)
18	Malhado, A. C. M., & Rothfuss, R. (2013). Transporting 2014 FIFA World Cup to sustainability: Exploring residents' and tourists' attitudes and behaviours. *Journal of Policy Research in Tourism, Leisure and Events*, *5*(3), 252–269. https://doi.org/10.1080/19407963.2013.801159	Groups compared without measuring influence
19	Zhou, H., Qiao, J., Shi, K., Sun, Q., Yao, Z., & Norman, R. (2025). Tourists vs. residents: Nested logit analysis of mode choices for environmental sustainability. *Transportation Research Part D: Transport and Environment*, *138*, 104521. https://doi.org/10.1016/j.trd.2024.104521	Groups compared without measuring influence
20	Duffy, A. (2017). 'The locals are friendly!' An empirical analysis of mobility and mooring in travel blogs. *Information, Communication & Society*, *20*(3), 444–459. https://doi.org/10.1080/1369118X.2016.1187192	Mobility in a non-daily sense

Note. When more than one criterion applied, the most decisive reason was recorded.
[a] Mobility potentially included within a broader construct (e.g. "environmental impacts") but not named among the reported components.

Data availability

No data was used for the research described in the article.

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