Research on the Residents' Support for Intercity Railway in Rural Tourism Destinations: Multiple Regression Analysis and fsQCA Findings

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Abstract. This study uses variables such as residents' perception of tourism sharing economy, sharing politics, sharing culture, sharing environment, support for tourism and collaborative tourism planning to analyze their support for Intercity railway in Si Guniang Mountain town, Sichuan Province, China. Multiple regression analysis (MRA) and fsQCA (fuzzy set qualitative comparative analysis) methods were used to explore the role of the antecedent variables in hosts' support of intercity railway. The analysis based on MRA shows that tourism support, sharing economy, sharing environment positively relate to the support of intercity railway. Three sufficient configurations in the fsQCA consistently lead to the support: high tourism support with high sharing environment and low sharing politics and high sharing culture, high tourism support and high sharing environment combined with low sharing economy and low sharing politics or high sharing economy and high sharing politics. However, political sharing and economic sharing showed opposite directions in the two combinations, indicating that these two variables have a positive or negative impact on the residents' support of intercity railway, depending on the other antecedent variables in the causal configuration. Furthermore, fsQCA has been shown to be more explanatory than multiple regression analysis in this research.

1. Introduction

Transportation is a necessary condition for promoting the progress of the tourism industry, an indispensable component of the tourism industry infrastructure, and an important condition for the successful tourism enterprises (Alkheder, 2016) [1]. Intercity railway for tourism refers to the rail transit mode with a design speed of 120 km/h or less, which serves tourists and only operates for travel trains. Generally, it should be in the form of full-line closure and the service is mainly for tourists in scenic spots, providing passenger transportation services between inside and outside scenic spots, or tourist attractions and the outside. Intercity railway for tourism has the characteristics of fast train travel speed, large transport capacity, high overall service level, low operating cost, energy saving and environmental protection and obvious technological and economic advantages [2] . Intercity railway can shorten the space and time distance between the scenic spot and the central area of the city, and it becomes the preferred transportation options for people to travel and leisure.

The opening of the high-speed railway not only significantly affects the choice of destinations for tourists, but also greatly influenced the development and spatial layout of the tourism industry (Pagliara et al., 2015; Wang et al., 2018) [3][4], tourists' motivation and behavior, traffic accessibility for tourism, regional tourism revenue, etc. (Wang et al., 2012; Yin, 2012; Wang et al., 2015; Wang, 2016) [5] [6] [7] [8]. Therefore, high-speed rail has become one of the hot topics in current tourism research, providing new phenomena and new cases for the study of high-speed rail tourism and tourism transportation in the world (Yin et al., 2019) [9]. However, there are few studies on the support for tourism intercity railway from the perspective of residents. This study intends to expand

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the theoretical and empirical development from analyzing the relationship between the perceived sharing value of tourism and the residents' support for tourism.

2. Literature review

As a fast and efficient way of transportation, high-speed railway can significantly cut transportation costs, improve the conditions of traffic, and effectively promote regional economic growth (Jia et al., 2017) [10]. Not only can it directly improve the level of wages, but also indirectly promote the improvement of regional wages by increasing the effective labor supply (Dong and Zhu, 2016) [11]. For example, Luo and Lin (2013) use multiple regression analysis and grey prediction models to analyze local economic development without high-speed rail, and analyzed the development changes of China's overall social economy before and after the opening of high-speed rail by comparative evaluation method [12]. Stokes (2012) analyses HS2, a high-speed railway project that was not started in the UK at that time, and points out that the construction of high-speed railway would be beneficial to the improvement of traditional transportation economic benefits [13], which has brought a positive impact on tourism economic growth along the route (Chen et al. , 2015; Pagliara et al., 2017; Pagliara, 2015) [14] [15] [16]. The opening of the high-speed railway has promoted the opening up of the region to the outside world, making the exchanges of talents and information more frequent in various regions, strengthening the knowledge spillover between regions, and providing a good environment for the improvement of technology and innovation of regional tourism industry (Feng et al., 2014) [17]. The construction of high-speed railway will produce the city effect and stimulate the emergence of new economic growth points for political and cultural development (Wang, 2010) [18]. Ma and Gao (2011) point out that high-speed railway promots Hebei's deeper docking of economy and infrastructure of Beijing and Tianjin, and Hebei should strengthen the integration with Beijing and Tianjin as well as foreign exchanges and cooperation, so as to promote the sustainable development of its economy [19]. Ding et al. (2010) study the possible impact of the Beijing-shanghai high-speed railway on the regional ecological environment, and propose effective improvement measures to provide reference for the green ecological construction of high-speed railway and economic development [20].

Many scenic spots are shared by tourists and local residents. Residents are often portrayed and examined as service providers and impact receivers. However, the recreational and social uses of heritage by local residents are often neglected at rural destinations and have seldom been researched (Su, Wall, 2014)[21]. Monterrubio et al. (2015) adopt a qualitative perspective and analyse the perceived social effects and local residents' attitudes of Spring Break in Cancun, Mexico, and found that spring break's economic benefits only accrue to very specific organizations [22]. Vajirakachorn et al. (2014) document residents' views about community involvement, and determin the impact of tourism on local livelihood and associated costs. Results indicate that successful implementation of a community-based tourism is dependent on a few catalysts, strong economic interests of local residents, and their willingness to work together [23]. The perception of sharing tourism involves residents, governments, enterprises and other stakeholders. It refers to the sharing of rights perception among the various stakeholders due to their position and power in tourism development. Therefore, this study intends to analyze the impact of perception for sharing economy, sharing politics, sharing culture, sharing environment, collaborative tourism planning and support for tourism on the tourism intercity railway support of the residents in rural destinations.

3. Method

3.1 Data collection

The target people of this study are residents who live in Si Guniang Mountain town, Sichuan Province, China. Data collection occurred from December 17 to 21, 2018. A total of 213 questionnaires were obtained. As for gender, a significantly higher proportion of males were

recorded (approx.67.9%). 47.9% up to 44 years old, followed by the 45-59 years old (36.2%). Moreover, the vast majority of residents in the region hold at least a primary school education (58.7%), followed by junior high school education (22.5%), College degree and bachelor degree are the smallest, accounting for 5.6% and 5.2% respectively. Moreover, 63.0% of the residents in the area are farmers or herdsmen.

3.2 Measures

The study adopts all of the measures from the literature. The study draws the scales for benefits sharing economy (Eco), sharing culture (Cul) and sharing environment (Env) from McCool and Martin(1994)[24], Lankford and Howard(1994)[25], Kim et al.(2013)[26] and Andereck et al.(2011)[27]. To measure collaborative tourism planning, the study adapts items from Murray & Kline (2015) [28] and Ying et al. (2015) [29]. Sharing politics (Pol) uses items from the community participation of Goodwin (2002) [30]. Support for tourism (Toursup) and intercity railway (Trasup) adapts items from Li et al. (2015) [31] and Xu et al. (2016) [32]. The study uses a five-point Likert type scale with a range from not at all agree (1) to extremely agree (5).

4. FsQCA and MRA analysis

4.1 MRA analysis

4.1.1 Reliability and validity check

Reliability estimates for each construct using coefficient alpha (Cronbach, 1951)[33]and composite reliabilities exceed the threshold 0.70 level. The coefficient in this study is 0.902, indicating that the questionnaire has a high use value. Kaiser-Meyer-Olkin (KMO) examines the correlation among the variables. When the KMO exceeds 0.7, the data is suiTable for factor analysis. The KMO statistic studied in this paper is 0.893, indicating that factor analysis has an excellent effect. Bartlett spherical test value is 3676.368, P=0.000<0.001, which negates the null hypothesis, that is, the correlation matrix between variables is not the identity matrix, and there is a certain correlation between variables, which can be used for factor analysis.

Factor rotation is performed using principal component analysis and variance maximal orthogonal rotation (Varimax). According to the French statistician Leon and Testu and the American scholar Levis, when a variable has a load value of more than 0.5 on a factor, this variable can be considered to be significantly related to the factor (Shen, 1999) [34]. This analysis selects a factor with a factor load greater than 0.5. Based on factor load 0.5 as the benchmark, the factors of economic sharing, political sharing, environment sharing, cultural sharing, tourism support degree orbit, and rail transit support are extracted. The cumulative variance interpretation ratio is 66.874%, that is, the six public factors explained a total of 66.874% of the total variation (60% in the social sciences is reliable), indicating that the transformed factor structure retains most of the information of the original variables. It is named as economic sharing factor, political sharing factor, environmental sharing factor, cultural sharing factor, tourism support and tourism rail transit support. Principal component analysis and variance maximization orthogonal rotation (Varimax) were used for factor rotation. According to the loading value of a variable on a factor exceeds 0.5, it can be considered that this variable is significantly correlated with this factor (Shen, 1999) [35]. Factors with factor loading greater than 0.5 are selected in this study, and extracted six common factors, such as support for intercity railway, sharing economy, sharing politics, sharing culture, sharing environment and support for tourism, with a total of 66.874% of the total variance explained (60% is reliable in social science). It shows that the transformed factor structure retains the most information of the original variables.

4.1.2 MRA analysis

In order to further identify the factors related to the support of residents' intercity railway and avoid the appearance of multi-collinearity, multiple regression analysis method was used to analyze the selected five variables. The correlation coefficient R=0.691, R^2=0.477 (reflecting sharing economy, sharing environment and support for tourism can explain about 47.7% of intercity railway support), Adjusted R^2=0.469, the standard error of the estimated value (Std. Error of the Estimate) 0.36407. DW=1.635, close to 2, showing that the residuals are independent, as shown in Table 1.

Table 1 Model summary.

Model	R	R Square	Adjusted R Square	Std. Error of the Estimate	Durbin-Watson
1	.605[a]	.366	.363	.39903	
2	.673[b]	.453	.448	.37130	
3	.691[c]	.477	.469	.36407	1.635

a. Predictors:(Constant), Eco

b. Predictors:(Constant), Eco, Toursup

c. Predictors:(Constant), Eco, Toursup, Env

d. Dependent Variable:Trasup

Table 2 shows the F test of Regression model, Regression Mean Square =8.301, Residual Mean Square =.133, F=62.626, P=0.000 < 0.05. Reject the null hypothesis that there is no linear relationship between support for tourism, sharing economy, sharing politics, sharing culture, sharing environment and support for intercity railway, and considered that the equation is significant in the statistical sense.

Table 2 ANOVA (F test of regression model).

Model		Sum of Squares	df	Mean Square	F	Sig.
1	Regression	19.088	1	19.088	119.880	.000[b]
	Residual	33.119	208	.159		
	Total	52.207	209			
2	Regression	23.670	2	11.835	85.848	.000[c]
	Residual	28.537	207	.138		
	Total	52.207	209			
3	Regression	24.903	3	8.301	62.626	.000[d]
	Residual	27.305	206	.133		
	Total	52.207	209			

a. Dependent Variable:Trasup

b Predictors:(Constant), Eco

c. Predictors:(Constant), Eco, Toursup

d. Predictors:(Constant), Eco, Toursup, Env

Table 3 shows the partial regression coefficient estimation, standard errors and t values of the independent variables in each model, as well as tolerance and VIF. According to the regression results, the regression equation can be written as follows: Y=1.273+0.286* Eco+0.309* Toursup +0.153* Env

According to the regression equation, there are three main factors affecting the support for intercity railway of residents, namely, sharing economy, sharing environment and support for tourism. Among them, tourism support is the greatest impact on dependent variable, with a coefficient of 0.309, followed by sharing economy (0.286). In addition, residents also realize the importance of protecting the environment. Regression analysis also shows that sharing politics and culture have little influence on the support for intercity railway.

Table 3 Coefficients.

Model		Un-standardized Coefficients		standardized Coefficients	t	Sig.	Collinearity Statistics	
		B	Std. Error	Beta			Tolerance	VIF
1	(Constant)	2.574	.186		13.857	.000		
	Eco	.464	.042	.605	10.949	.000	1.000	1.000
2	(Constant)	1.481	.257		5.770	.000		
	Eco	.335	.045	.437	7.395	.000	.757	1.321
	Toursup	.360	.062	.341	5.765	.000	.757	1.321
3	(Constant)	1.273	.261		4.882	.000		
	Eco	.286	.047	.373	6.060	.000	.670	1.493
	Toursup	.309	.063	.293	4.883	.000	.706	1.417
	Env	.153	.050	.181	3.049	.003	.717	1.395

a. Dependent Variable: Trasup

4.2 fsQCA analysis

4.2.1 Reverse case analysis

Table 4 contains one example regarding the presence of both positive and negative contrarian cases. The crossover between sharing environment and support for intercity railway is presented in it. Results of Cramer's V tests indicate a significant small- to medium-effect size (Cohen, 1977) [35]. As expected, a low level of sharing environment results in a low score in support for intercity railway (18 cases) and, similarly, residents with high level of sharing environment expressed more agreement to support for intercity railway (195 cases). According to the correlation analysis, the major effect is significant and positive.

However, there is a reverse case in the relationship between environmental sharing and intercity railway support. Residents who reported a low degree of negative sharing environment expressed a high level of support for intercity railway (18 cases). Therefore, in order to include the reverse case in the prediction of high intercity railway support, fsQCA is used to analyze the data.

Table 4 Results of cross-tabulation of sharing environment and support for intercity railway.

Sharing environment (Env) (Cramer's V = .312, P < .01)		Support for intercity railway			Total
		Neutral	Agree	Strongly agree	
Disagree	Count	0	0	1	1
	% within sharing environment	0.0%	0.0%	0.5%	0.5%
Neutral	Count	2	9	8	19
	% within sharing environment	0.9%	4.3%	3.8%	9.0%
Agree	Count	2	52	54	108
	% within sharing environment	0.9%	24.6%	25.6%	51.2%
Strongly agree	Count	0	10	73	83
	% within sharing environment	0.0%	4.7%	34.6%	39.3%
Total	Count	4	71	136	211
	% within sharing environment	1.9%	33.6%	64.5%	100.0%

4.2.2 Calibration

The underlying principles of the fsQCA is Boolean algebra, and thus the raw data must be transformed into fuzzy sets ranging from zero (full exclusion from a set) to one (full inclusion) (Ragin, 2008) [36]. So the initial sample data should be calibrated first. The calibration process

requires specifying three anchors: full membership, full nonmembership, and a crossover point (Ragin, 2008) [36]. Taking sharing environment variables as an example, [0, 1] represents the fuzzy set score distribution of the residents' perception of environment. 1 represents that residents are very satisfied with it, while 0 is very dissatisfied. According to the fuzzy set conversion standard, this study sets 5, 3, and 1 in the score of the Likert 5 scale to three qualitative Breakpoints for calibration, which are respectively converted into a full membership (1), the crossover point (0.5) and full nonmembership (0), where the crossover point is the largest Fuzziness, that is, the case at that point is neither full membership nor full nonmembership.

4.2.3 Analysis of sufficient conditions

The following Table 5 shows the results of the fsQCA analysis of the high-score prediction of the intercity railway support of residents in the town of Siguniang. Through the fsQCA analysis the outcome and five variables of sharing and the support for tourism, a model was constructed and three causal combinations of high-level intercity railway support were obtained. Based on Ragin (2008) definition of coverage (>0.20) and consistency (>0.75) thresholds [36], the coverage and consistency of the model solutions reached a satisfactory level.

Table 5 Sufficient conditions for the outcomes.

Outcome: Support for intercity railway

ModelA: Trasup= f(Eco, Pol, Env, Cul, Toursup)

Causal configuration	Row coverage	Unique coverage	Consistency
A1. ~Eco*~Pol*Env*Toursup	0.17	0.01	1
A2. Eco*~Pol*Cul*Toursup	0.86	0.66	1
A3. Eco*Pol*Env*Toursup	0.17	0.02	1

Solution coverage: 0.89

Solution consistency :1

The model includes tourism sharing perception and tourism support variables, and three different configurations explain high-level support for intercity railway. The overall consistency is 0.89, and the interpretation of the results is 89%. The solution consistency is 0.997, covering a total of 99.7% of cases. Support for tourism exists in all three configurations and has the same direction, indicating that high tourism support can lead to high score of intercity railway support. Sharing environment emerged in two configurations, showing that high scores of environmental sharing will also can bring high-level tourism support for intercity railway, namely high sharing economy and tourism support with low political sharing and high cultural sharing (configuration A2) or sharing with high politics and high environment sharing (configuration A3) can bring high support for intercity railway. Moreover, low economic sharing perception, low political sharing perception, high economic sharing perception and high tourism support (configuration A1) can also bring high score of tourism intercity railway support. Further analysis was found that political sharing and economic sharing showed different directions in the three configurations, indicating that their influence on rail transit support depends on the influence of other antecedent variables.

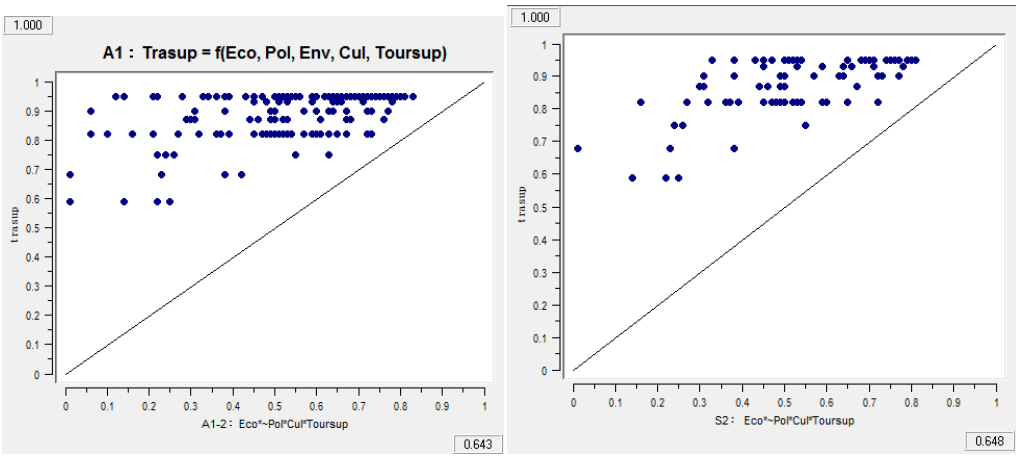

Fig.1. The XY plots.

The XY plots of the causal combinations used to predict high score in tourism support for intercity railway is shown in Figure 1(left), In accordance with Woodside (2013) [37] and Wu et al.(2014) [38] , relationships between the complex configural model and residents' support for intercity railway outcome are asymmetric (sufficient but not necessary). This means that each configuration represents a sufficient (but not necessary) and consistent set of complex conditions for high-level tourism support for intercity railway predictions. That is, when predicting high-level tourism rail transit support for residents, the role of each variable depends on other antecedent factors (missing/presence/size/positive and negative). For example, sharing economy and politics perception are both low and high in predicting the high score of intercity railway support, indicating that these two variables depend on the influence of other variables in the prediction of the high level support for intercity railway.

4.2.4 Predictive validity

Prediction validity is mainly used to illustrate the ability of the hypothesis configuration model to predict the outcome variable under different data sets (Olya, 2016) [39]. In order to test the prediction validity of the proposed hypothesis configuration model, consistent with previous studies. Predictive validity was performed by splitting the sample into a modeling subsample (subsample 1) and a holdout sample (subsample 2). In subsample 1, the asymmetric relationship modeling was analyzed by fsQCA. Then, sub-sample 2 is used to analyze the causal combination list of simulation result conditions (high-level tourism support for intercity railway) (Hsiao J P H et al., 2015) [40].

The results of high level intercity railway support prediction validity are shown in the Table below, with economic sharing, political sharing, environmental sharing, cultural sharing and tourism support as the causal preconditions. The causal combination of hypothesis model analysis using subsample 1 is almost the same as the overall sample fsQCA result (Table 4 model A1). The configuration 2 in subsample 1 was tested using subsample 2. According to the XY plots of the model in subsample 2 (Fig. 1 right), similar asymmetry, consistency (1) and coverage (0.91) are obtained, which proves that the proposed hypothetical configuration model is capable of predicting results in different data sets (Table 6).

Table 6 Predictive validity testing

Models for predicting high score of outcomes (Subsample 1)			
Model S:Trasup = f(Eco, Pol, Env, Cul, Toursup)			
Causal configuration	Row coverage	Unique coverage	Consistency
S1. ~Eco*~Pol*Env*Toursup	0.16	0.01	1
S2. Eco*~Pol*Cul*Toursup	0.85	0.03	1
S3. Eco*Env*Cul*Toursup	0.87	0.05	1
Solution coverage: 0.89			
Solution consistency :1			

5. Conclusion and Limitations

5.1 Discussion and conclusion

This study aims to show how the analysis of net and combinatory effects of specific antecedent variables can improve the understanding of residents' support for intercity railway. The net effects from the MRA show that support for tourism, sharing economy and sharing environment positively relate to intercity railway support and that the effect of tourism support is stronger, followed by economic sharing and environmental sharing. However, political sharing and cultural sharing are not significant. The fsQCA results provide a more nuanced understanding of how these five antecedent conditions affect the tourism intercity railway support. As shown in Model A of Table 5, there are tourism support in all three combinations, which is consistent with the results of MRA, but the environment sharing also occurs in the two configurations, indicating that sharing environment can have a positive impact on tourism intercity railway support, depending on the influences of

other factors in the causal combination.

Moreover, the analysis of MRA shows the determination coefficient (R2) of 0.477 for support of tourism intercity railway, reflecting that economic sharing, support for tourism, environmental sharing can explain about 47.7% of intercity railway support, while the analysis of the combinatory effects shows an overall solution coverage of 89% for this outcome condition.

5.2 Limitations

The study has some limitations that provide an opportunity for further research. First of all, the research only focuses on the rural tourism communities in Si Guniang Mountain Town, Sichuan province, China. Due to its remoteness and the large number of ethnic minorities, the results may be limited to other tourist destinations. Therefore, future studies can add the samples from different rural tourism destinations, and comprehensively consider and analyze to test the universality of the research results.

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