



## PERCEPTION OF HOST COMMUNITY AND TOURISTS TOWARDS INFRASTRUCTURAL PROBLEMS OF TOURISM IN HARIDWAR DISTRICT, UTTARAKHAND

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### ABSTRACT

Tourism is not only important, but of vital importance for many countries, especially for the under-developed and developing economies. There are a large number of pilgrim places in India and individuals who go to these spots to gain virtue. Haridwar district is the most prominent religious and spiritual center of Uttarakhand state. On yearly average 80 lactourists visit Haridwar city that is affecting the socio-economic environment of the district in a positive direction. To attract the tourists towards a tourist place the infrastructure plays an important role. An endeavor has been made in this research paper to study the perception of Host community (i.e. Business community) and tourists towards the tourism's infrastructural problems. For the assessment of infrastructural problems of tourism at selected tourist sites (Har-ki-Pauri, Kankhal, Piran Kaliyar, Shantikunj, Mansa Devi) the following parameters have been taken into account, i.e. road condition, traffic management, parking spaces, power supply, drinking water facility, medical facility, safety & security, ATM/Bank facility, Sewage & drainage system, Garbage disposal and Cleanliness. The primary and secondary data were used for this purpose. With the help of SPSS, T-test has been applied on the selected data to know the statistical difference between host community and tourists' perception. The results have shown that there has not been found any significant difference between their perceptions.



**KEY WORDS :** Tourism, Infrastructure, host community, Problems, Perception, Tourists.

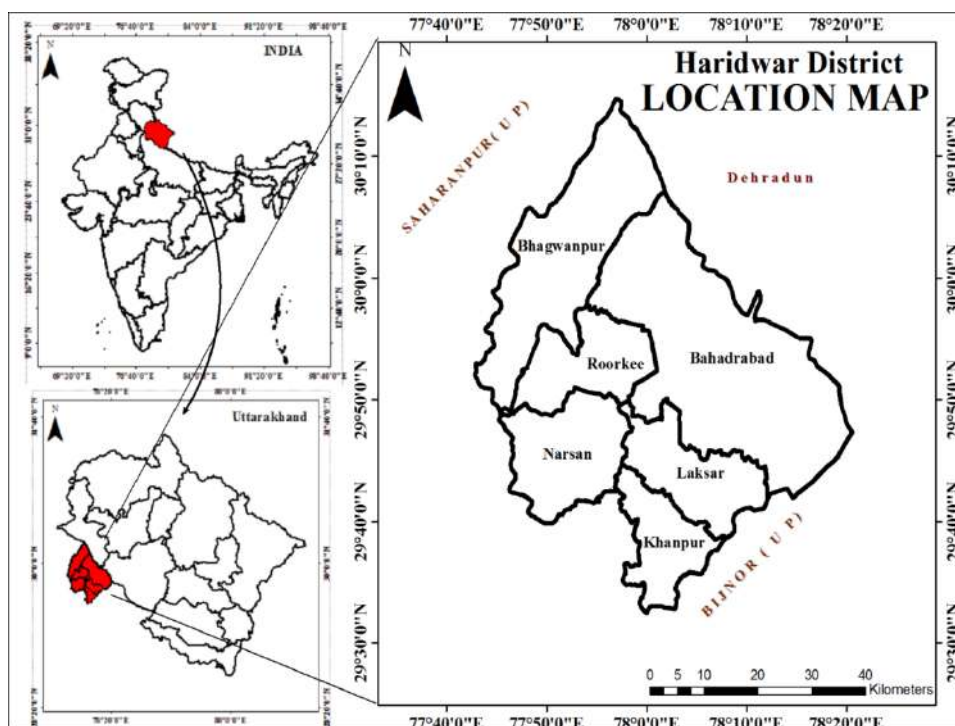
### INTRODUCTION

Uttarakhand is situated in the northern portion of India. It is alluded to as the Devbhumi (actually "Place where there are the Divine beings") because of the numerous Hindu temples and pilgrim centers found throughout the state. Haridwar is one of the districts in the territory of Uttarakhand, India. The district appeared on Dec. 1988, which was a portion of Saharanpur before its inclusion in Uttarakhand. Haridwar district is surrounded by Saharanpur in the west, Dehradun in the north and Pauri Garhwal in the east, Muzaffarnagar and Bijnor districts in the south. A paradise for nature lovers and one of the seven holiest places of Hinduism, Haridwar presents a Kaleidoscope of Indian culture and civilization. The district Haridwar is covering an area of 2360 km<sup>2</sup>. The latitudinal and longitudinal extent of the district is 29.58° north and 78.13° east separately. The district is situated on 249.7 meters height from the msl. (Govt. of India msme

report 2007). Haridwar, the gateway to the Gods, is situated on the bank of river Ganges. It has been an adored center for pilgrimage and mentioned in the Puranas as Mayapuri. Haridwar is an excellent place, where Ganga rises in all its force. It is said that Haridwar has been sanctified by the presence of three Gods, Brahma, Vishnu and Mahesh. Lord Vishnu is said to have left his footprint on a stone that is set in the upper wall of Har-ki-Pauri where holy Ganga touches it all the time. (Statistical Diary of Haridwar 2016). Haridwar has developed as a major commercial hub because of its astounding street network with the neighboring states. The major tourist centers of Haridwar are well connected by trains to almost all other parts of India. The closest airport is the Jolly Grant in Dehradun (58.2km). There are 8 million pilgrims visit in Haridwar every year (Nikhil Monga, et. al. 2016). Some of the important places in and around Haridwar are Har-ki-Pauri, Mata Mansa Devi Temple, Chandi Devi Temple, Dakshparjapati Temple, Piran Kaliyar, Bhimgoda Tank, Bharat Mata Mandir, Shantikunj etc. Haridwar also hosts several religious festivals throughout the year, in which around 20-25 lac (2-2.5 million) people take part. Apart from these, there is a mammoth Kumbh and Ardh Kumbh fair (Iqbal sultan 2015).

No tourism can ever be created unless a wellbeing base and infrastructure is created. The infrastructural prerequisite of the travel business is airplane terminals, streets, power, water supply and other open utilities. (Shaikh, zahid yasmin, 2012).

In the perspective of tourists as well as host community infrastructural facilities are not well developed at tourist spots, they both are facing many problems.



### REVIEW OF LITERATURE-

No tourism can ever develop unless a health base and infrastructure is developed. The infrastructural requirement of the travel industry are airports, roads, electricity, water supply and other public utilities (Shaikh 2012). These facilities facilitate the tourist stay at the destination and their partaking in tourism activities. As such, they are built around the needs and wants of the potential visitors. The significance of tourism infrastructure is reflected in the fact that it can contribute to increasing the efficiency of production and distribution of tourism services, and in some cases, for example, remote destinations, even increment the supply of tourism services. For visitors being able to

reach some tourist destinations there ought to be the developed transport infrastructure, which is a precondition for consuming other tourism services of the destination itself. The arrival of tourists enhances the efficiency of human resources at the destination, as visitors require certain services in order to feel better amid their stay at the chose destination. Specifically, there is an expansion in the demand for infrastructure services as far as water supply, water disposal, communication and power supply, as the important components for comfortable functioning of tourists at the chose destination (**Ritchie 2015**).

Tourism infrastructure can be regarded as the physical elements that are planned and raised to provide food for guests. The solid connection between tourism development and infrastructure has been hypothetically settled by various authors. (**Adobayo and Iweka 2014**).

Tourism infrastructure which incorporates settlement, transportation, communication, drinking water, and civic amenities assumes essential part in the monetary development and one of the primary components of the failure to attract foreign investor is because of poor development of infrastructure. Additionally, the provision of infrastructure is one of the key factors that contribute to the expanding number of visitors. (**Abdullah et. al. 2015**).

### STUDIES RELATED TO HARIDWAR TOURISM-

**Vijay Sharma et. all (2013)** studied the impact of Kanwar Mela (during 2009) on the human health and socio-economic quality of surrounding conditions within Haridwar city. They noticed during their survey in various festive occasions the poor municipal sanitary management and a huge ascent in the quantity of patients, chiefly experiencing water borne, and they suggested that there is a solid administration is earnestly required amid these kinds of religious-touristic activity round the year.

**Arnab Karar (2010)** attempted to evaluate the significance of Haridwar not only as a religious icon, but at the same time how the tourism industry has grown centering Haridwar as a religious spot and as a potential spot for drawing in visitors to the state. He additionally analysed the authentic and mythical aspects related to Haridwar and the reason why the place is being considered as a holy city.

**Vijay Sharma and B.D.Joshi (2014)** studied the current status and potential of pilgrim tourism in Haridwar city during Kanwar mela 2013. SWOT analysis was used to analyze the religio-tourist activity. They suggested during Kanwar Mela, that the Pilgrimage tourism industry is the source of economic benefit to the city and locals but it also shows negative impacts on the environment and socio-cultural aspects as wrongdoing, road accidents, waterborne illnesses, natural contamination, high pricing of products. So there is required that tourism should be promoted sustainably and the emphasized pilgrimage tourism should be established as an eco-pilgrimage in the study area.

**Nikhil Monga et. al (2016)** studied the determinants of pilgrim tourism and the satisfaction level of tourist and the Problems faced by tourists in Haridwar district. This study suggests and supports that the economic importance of pilgrim tourism ought not be abandoned, serious attention is to be given by the tourism dept. of the state like other states about the spiritual tourism spots like Ganga Ghat, Bharat Mata Temple and occasions like Kumbh Mela in Haridwar district. Infrastructural facilities as availability of transportations, cleanliness and state owned stay facilities are insufficient at the pilgrim tourist spots of the Haridwar district and absence of tidiness and increasing numbers of beggars are the other most essential issues. The administration experts should give careful consideration on their inconvenience and the awareness programs must be spread by the government.

**Himadri Phukan (2014)** studied some of the important logistics features in the two important spiritual cities of Uttarakhand- Haridwar and Rishikesh. A questionnaire based survey was conducted to collect data from the important respondents- the tourists and hoteliers, the travel agents etc. He suggested that the picture of Uttarakhand in the universal market is powerless and consequently appropriate promoting strategies are to be embraced to put Uttarakhand on the tourism map of the world and case study based investigation will help formulating tourism management strategies.

**Padmini Tomer (2011)** studied the pilgrimage tourism in north India covering Haridwar in Uttarakhand and five other sites too. The pilgrims' behavior and view of pilgrims regarding the essential amenities available at the selected pilgrimage sites has been studied. With the reference of Haridwar the study suggested that the tourists face many problems due to overcrowding, and the demand for the basic tourism infrastructure facilities is much more, than their availability. So to increase the growth of tourism at these places more facilities related to food, accommodation, drinking water, parking, sanitation, transportation, medical facilities and shelters must be provided.

For the assessment of infrastructural problems of tourism at selected tourist sites, the following parameters are taken into account, i.e. road condition, traffic management, parking space, power supply, drinking water facility, medical facility, safety & security, ATM/Bank facility.

#### OBJECTIVE-

1. To study the perception of the host community and tourists towards Infrastructural problems in Haridwar district.

#### HYPOTHESIS-

1. There is a significant difference between the perception of the host community and tourists on infrastructural problems.

#### METHODOLOGY-

The sample population for this study was domestic tourists (who stayed at least one night in Haridwar) & host community. The data has been collected during April 2016 to September 2016, this is Chardham Yatra season (Pilgrimage of four main centers in Uttarakhand i.e. Badrinath, Kedarnath, Gangotri and Yamunotri) and at this time Haridwar receives a great influx of tourists. A total of 600 respondents (300 tourists and 300 hosts) from 5 tourist destinations viz. Har-ki-Pauri (180), Kankhal (120), Piran Kaliyar (120), Shantikunj (90) and Mansa Devi (90). The survey was conducted face to face using self-administrated questionnaire. The researcher went to many hotels, dharamshalas around the selected tourist spots to fill up the questionnaire. The questionnaires have been personally handed over to the recipients who were willing to fill it. The survey questionnaire consisted of two sections: Demographical profile of respondents and their perception with infrastructural problems. To measure the overall perception of the respondents the five point likert scale has been used where 5: very satisfied and 1: very dissatisfied. This research article is based on primary and secondary data. Different sources have been used for collecting the secondary data, i.e. tourist office of Haridwar, government published data, thesis, books and scholarly articles. The data were systematically arranged, tabulated and analyzed using IBM SPSS Version 20.

#### DATA ANALYSIS-

##### Demographical Profile

The demographic profile of the respondents shown in Table 1 reveals that 80% female and 20% male tourists were interviewed at Har-ki-Pauri, 60% male and 40% female at Kankhal while 90% male and 10% female at Piran Kaliyar, 46.70% male & 53.30% female at Shantikunj and 53.30% male & 46.70% female at the Mansa Devi temple were interviewed. As regards the hosts 100% only males at all five destinations were interviewed, where no females were engaged in any type of business activity. As regards the educational background, at Har-ki-pauri destination 3.30% tourists & 10% hosts were below matriculation, 10% tourists & 40% hosts were undergraduate while 35% hosts & 10% tourists were having graduate degree, at Kankhal 50% hosts & 10% tourists were matriculate and undergraduate, 60% tourists & 30% hosts were graduate, 20% tourists & 20% hosts were postgraduate only 10% tourists were obtained professional degree, while at Piran Kaliyar 15% tourists & 10% hosts were below matriculation, 20% tourists & 60% hosts were matriculate and undergraduate, 35% tourists & 30% hosts were graduate, 30% tourists were postgraduate, at Shantikunj 80%

hosts & 13.3% tourists were matriculate and undergraduate, 46.7% tourists & 20% hosts were graduate and 20% tourists were postgraduate & 20% were having professional degree, at Mansa devi 40% hosts were below matriculation, 6.70% were matriculate and undergraduate while 60% hosts and 13.3% tourists were graduate, 66.70% tourists were postgraduate, 13.3% tourists were obtained professional degree respectively.

**Table 1- Demographical Profile of tourists and hosts (2016)**

Study area	Education	Tourist (%)	Host (%)
Har-ki-Pauri	Below matriculation	3.30	10
	Matriculate and undergraduate	10	40
	Graduate	10	35
	Postgraduate	63.30	15
	Professional	13.30	-
Kankhal	Matriculate and undergraduate	10	50
	Graduate	60	30
	Postgraduate	20	20
	Professional	10	-
Piran kaliyar	Below matriculation	15	10
	Matriculate and undergraduate	20	60
	Graduate	35	30
	Postgraduate	30	-
Shantikunj	Matriculate and undergraduate	13.3	80
	Graduate	46.7	20
	Postgraduate	20	-
	Professional	20	-
Mansa Devi	Below matriculation	-	40
	Matriculate and undergraduate	6.70	-
	Graduate	13.30	60
	Postgraduate	66.70	-
	Professional	13.30	-

Study area	Age	Tourist (%)	Host (%)
Har-ki-Pauri	<20 years	3.30	-
	20-40	96.70	65
	40-60	-	35
Kankhal	20-40	65	100
	40-60	35	-
Piran kaliyar	<20 years	5	-
	20-40	65	50
	40-60	10	50
	>60 years	20	-
Shantikunj	20-40	66.70	40
	40-60	33.30	60
Mansa Devi	20-40	93.30	60%
	40-60	6.70	40

Study area	Tourists (%)		Hosts (%)
	Male	Female	Male
Har-ki-Pauri	20	80	100
Kankhal	60	40	100
Piran kaliyar	90	10	100
Shantikunj	46.70	53.30	100
Mansa Devi	53.30	46.70	100

(Source: Field Study)

Besides it at Har-ki-pauri 3.30% tourists were from the age group of less than 20 years, 96.70% tourists & 65% hosts were from the age group of 20-40 years and 35% hosts were from 40-60 years, while at Kankhal 100% hosts & 65% tourists were found under the age group of 20-40 years, 35% tourists were from 40-60 years, at Piran Kaliyar only 5% tourists were found less than 20 years, 65% tourists & 50% hosts were from 20-40 years, 50% hosts & 10% tourists were from 40-60 years and 20% tourists were above 60 years, at



Shantikunj 66.70% tourists &40% hosts were from 20-40 years, 33.30% tourists &60% host were from 40-60 years, at Mansa Devi 93.30% tourists &60% hosts were from 20-40 years, 6.70% tourists &40% host were from 40-60 years

**TABLE 2: Perception of Host community towards Infrastructural Problems at Tourist Sites of Haridwar (2016)**

Tourist places		Har-ki-Pauri	Piran Kaliyar	Kankhal	Shantikunj	Mansa Devi	Haridwar
Road condition	Mean	3.47	2.6	2.65	2.47	2.93	2.9
	Std. dev.	1.042	1.231	1.137	0.915	1.033	1.133
Traffic Management	Mean	2.83	2.4	2.35	1.6	3.67	2.59
	Std. dev.	1.02	0.821	0.988	0.507	1.113	1.093
Parking Space	Mean	2.53	2.5	3.25	1.07	3.6	2.61
	Std. dev.	1.408	0.946	1.07	0.258	1.056	1.317
Power Supply	Mean	4.13	4.35	3.55	3.73	4.87	4.11
	Std. dev.	0.973	0.671	1.099	0.961	0.352	0.963
Drinking water	Mean	3.73	3.55	4.1	3.67	3.33	3.7
	Std. dev.	1.143	0.887	0.308	0.9	1.496	1.02
Medical	Mean	2.93	3.45	2.75	2.33	2.07	2.78
	Std. dev.	1.112	0.887	1.164	0.617	0.799	1.06
Safety security &	Mean	3.57	3.65	3.6	3.13	3.6	3.53
	Std. dev.	0.971	1.182	0.94	1.302	0.828	1.039
ATM/Bank facility	Mean	3.63	3.15	3.8	2.87	1.13	3.08
	Std. dev.	1.326	1.226	0.768	0.915	0.352	1.353
Sewage & drainage system	Mean	2.83	3.5	3.35	2.47	2.47	2.96
	Std. dev.	1.367	1.147	0.988	1.06	1.302	1.247
Garbage system	Mean	2.83	4	2.95	2.13	2.53	2.94
	Std. dev.	1.02	0.459	1.191	0.64	0.834	1.062
Cleanliness	Mean	2.57	3.5	2.6	2.27	3.07	2.79
	Std. dev.	1.135	1.051	0.995	0.594	1.1	1.085

(Source: Field study)

1- Very dissatisfied, 2- dissatisfied, 3- neutral, 4- satisfied, 5- Very satisfied

It is observed from the table that host community's opinion towards road condition, traffic management and parking spaces are distributed towards lower side, i.e. neutral to very dissatisfied at four tourist sites except Mansa Devi. There are two different routes i.e. ropeway and pedestrian way to reach Mansa Devi so here is no traffic problem at Mansa Devi and parking space is also good, respondents are

somewhat satisfied towards these two amenities (traffic & parking space) at Mansa Devi. Regarding the power supply and drinking water facility a large number of respondents are inclined towards higher side at these five study sites because the mean value is higher at five point likert scale. A majority of the host community towards medical facility is not satisfied, while at Piran Kaliyar the mean value is near to satisfy at likert scale so it can be said respondents are somewhat satisfied with medical at Kaliyar. The respondent’ perception towards ATM& Bank facilities except Shantikunj and Mansa Devi site is distributed towards higher side at other sites. While towards sewage, garbage system and cleanliness the host community’s perception is inclined towards lower side.

So it can be concluded that the respondents is highly satisfied with the power supply, drinking water facility and they are somewhat satisfied with safety & security at above mentioned study sites because the noted mean value is higher than the average standard score. While the respondents are not satisfied with the road condition, traffic management, parking space and medical facilities and ATM/Bank facility, sewage, garbage system and cleanliness so, there is high need to improve these factors. There is required a careful attention towards these services and amenities for the tourism development.

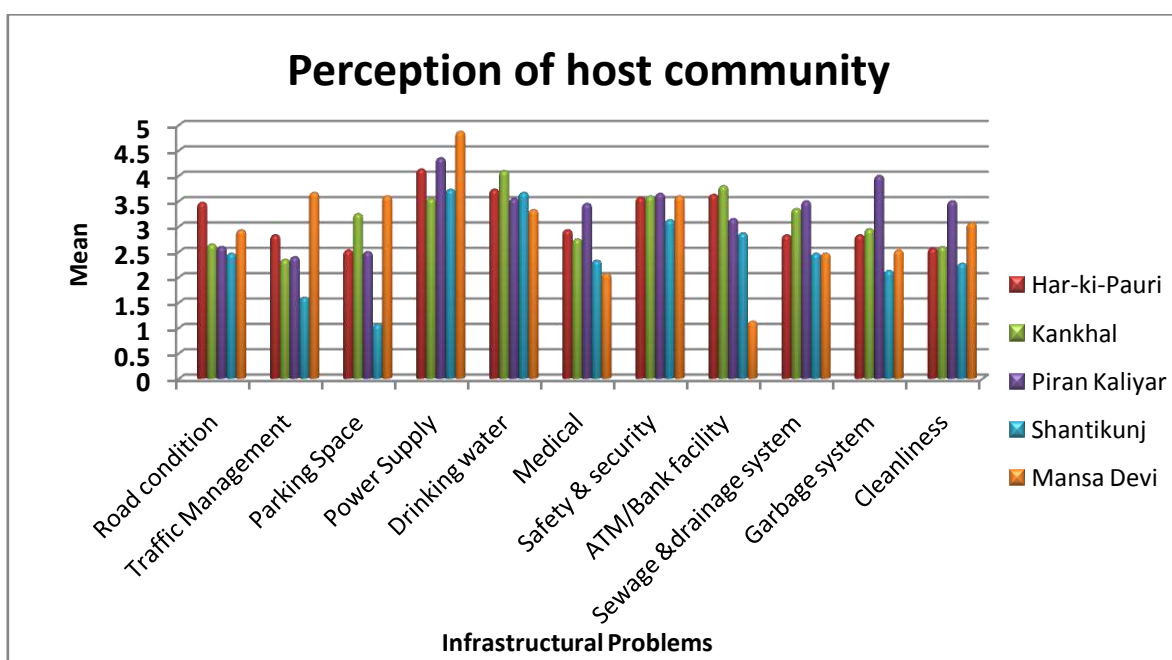


Figure-1 Source: Author’s Calculation

As the figure 1 represents the perception of Host community towards infrastructural facilities. It is clear from the graph that the power supply and drinking water are good at five study sites because the all five bars are going towards the upside. While others facilities are not highly satisfactory at study area. So the Government should take an initiative to improve all these facilities.

TABLE 3: Tourists’ Perception towards Infrastructural Problems at Tourist sites of Haridwar (2016)

Tourist sites		Har-ki-Pauri	Kankhal	Piran Kaliyar	Shantikunj	Mansa Devi	Haridwar
Road Condition	Mean	3.27	3.5	3.45	4.13	3.07	3.45
	Std. dev.	1.36	1	1.19	0.74	1.03	1.16
Traffic Management	Mean	3.2	2.95	3.1	3.27	3.73	3.22
	Std. dev.	1.1	1.23	1.21	1.28	1.03	1.17
Parking Spaces	Mean	3.33	3.05	3.35	3.53	3.87	3.39
	Std. dev.	1.3	1.19	0.93	1.36	1.06	1.19

Drinking water	Mean	3.23	3.00	3.55	4.27	3.8	3.49
	Std. dev.	1.14	1.45	1.15	0.8	1.21	1.23
Medical facility	Mean	3.07	3.05	3.4	4.27	2.6	3.24
	Std. dev.	1.05	1.19	1.14	0.8	1.24	1.18
Power Supply	Mean	3.8	3.55	3.75	4.4	4.33	3.91
	Std. dev.	0.85	1.19	1.07	0.51	0.9	0.98
safety& security	Mean	3.4	3.25	3.3	4.33	3.40	3.49
	Std. dev.	0.93	1.16	1.03	1.05	0.73	1.04
ATM/Bank facility	Mean	4.03	3.75	3.55	3.67	3	3.67
	Std. dev.	0.72	0.72	1.1	1.59	1.65	1.16
Sewage & drainage system	Mean	2.47	2.55	2.85	3.93	3.27	2.9
	Std. dev.	1.252	1.468	1.461	1.438	1.033	1.411
Garbage system	Mean	2.3	2.25	2.5	3.93	3.07	2.69
	Std. dev.	1.291	1.372	1.433	1.438	1.1	1.433
Cleanliness	Mean	2.57	2.4	2.6	3.67	3.13	2.79
	Std. dev.	1.223	1.429	1.465	1.345	1.187	1.373

(Source: Field study)

As the table shows that tourists’ perception regarding road condition is distributed towards lower side at the study sites except Shantikunj and the noted mean value is near to the average standard score, The tourist’s perception regarding the traffic management and parking spaces is distributed towards lower side except Mansa Devi. While the other amenities like drinking water facility, medical facility, are also distributed towards lower side except Shantikunj. The tourists’ opinion for power supply and safety and security and sewage and garbage system is going towards lower side except Shantikunj and at Mansa Devi also the power supply is good. While the other factor, i.e. ATM / Bank facility are distributed towards lower side except Har-ki-Pauri, the mean value is near to average standard score. The cleanliness is also not satisfactory at all tourist study sites.

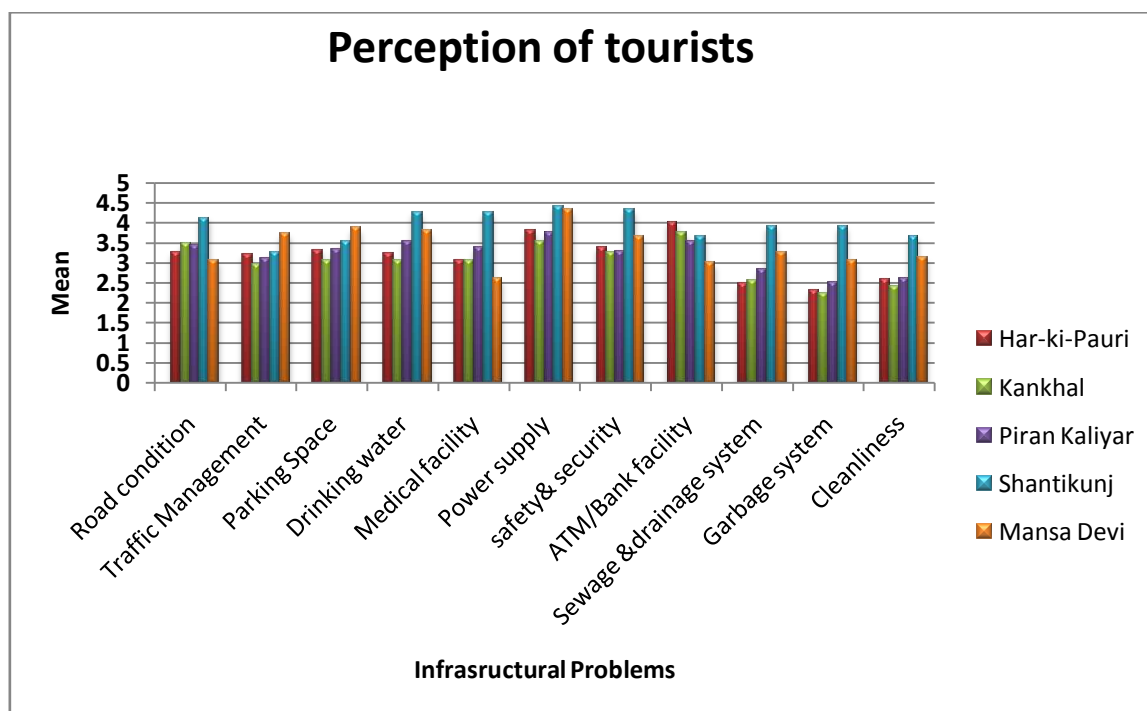


Figure 2 Source: Author’s Calculation



As the graph 2 depicts that mostly tourists perception towards infrastructural facilities is distributed towards lower side except Shantikunj site. Because Shantikunj is an ashram and there drinking water, medical and power facilities are available at free of cost and rich in quality. So the government should take a strong step to improve all these facilities at other study sites too.

**TABLE 4: GROUP STATISTICS**

Respondents	N	Mean	Std. Deviation	Std. Error Mean
Perception of Host Community	11	3.09	0.48	0.15
Perception of Tourists	11	3.30	0.38	0.11

As per the above table 4 The mean value of host community perception is distributed towards the low side (3.09 to 0.48) than the tourist’s perception (3.30 to 0.38). The standard error between the mean is 0.15 and 0.11.

**TABLE 5: Independence Sample Test**

Perception Difference	t-test of Means						
	t	df	Sig. (2-tailed)	Mean Difference	Std. Error Difference	95% Confidence Interval of the Difference	
						Lower	Upper
Equal variances assumed	-1.12	20	0.28	-0.21	0.19	-0.59	0.18

According to above table a statistical significance difference of -0.21 (95% C.I. -0.59 to 0.18)  $t(20) = -1.12, p = .28$ . The p value given by significance (two- tailed) is greater than the significant value, which is 0.05. So, the hypothesis is rejected and it can be concluded that there is no significant difference between the perception of stakeholders and tourists towards infrastructural problems. Both are having same perception. So it is clearly proved that hosts and tourists is not fully satisfied over infrastructural problems. The government should come forward to rectify all these problems.

**DISCUSSION-**

The development and improvement of the tourist infrastructure are an essential for confronting competition from other, similarly popular destinations. The selected five destinations have a historical and religious importance for pilgrims. It was observed in the survey that many tourists came to Haridwar with high expectations, but left these tourist spots with varying level of satisfaction as well as host community also is not satisfied with the infrastructural facilities and facing many problems. The road condition, traffic management and parking space is not in good condition, host’ perception is distributed towards dissatisfied to neutral over these facilities while tourists’ perception is also distributed towards neutral to dissatisfied. During festival time there is very worse situation of traffic on roads at Har-ki-Pauri and Piran kaliyar, it is very difficult to cross roads during peak season while Shantikunj is situated on the highway there is a need for proper parking space & traffic management, so substantial efforts must be put into action for improving roads conditions, traffic management and parking space. Regarding the drinking water facilities & power supply the mostly tourist and host ‘perception is distributed towards satisfied to very satisfied. These both amenities are in good condition at tourist spots. With regards to medical facilities the

tourist and host' perception is distributed towards lower side, i.e. neutral to very dissatisfied, so medical facility should be improved at these five destinations. The host and tourists' perception are distributed toward higher about safety & security and ATM/Bank facilities, while regarding sewage & drainage system, garbage system and cleanliness their perception is inclined towards lower side, i.e. neutral to very dissatisfied, so local community and government should put some efforts to improve these amenities at tourist spots.

### CONCLUSION-

On the base of the obtained data from these selected sites it is concluded that both respondents group are having the same perception towards infrastructural problems of tourism. Their perception is not distributed towards higher side on a five point Likert scale, they are neither fully dissatisfied nor fully satisfied. So Haridwar's tourism sector should improve the following infrastructural facilities to promote a tourist friendly environment, i.e. road condition traffic management, parking spaces, medical, ATM/Bank, cleanliness, garbage & disposal system. The level or lack of infrastructure affects tourists' experiences and that tourism infrastructure is an important predictor. Har-ki-Pauri is a major tourist place of Haridwar, the tourist influx increases during Yatra and other religious festival. Usually pedestrian traffic & encroachment on roads also leads major traffic congestion. Every Thursday tourists use to go Piran Kaliyar Sufi shrine and during 'URS' festival, the local residents of that particular area face the problem of traffic congestion. The Mansa Devi Mandir is an old temple that is situated on a hill adjacent to the main city of Haridwar, there is road, medical and ATM is not in good condition. Authorities should pay attention towards the inadequate width of road, encroachment of street hawkers and pedestrian traffic, in this way, the government experts, particularly; the local experts should give careful consideration on these inconveniences and make needed arrangements to correct. There should be made a pedestrian bridge at Har-ki-Pauri area. There is no proper space at the Mansa Devi temple So government should pay attention to recover tourism related problem. Traffic management and parking space are major problem at these five destinations, so government should think about parking building to dissolve these problems. It will certainly help the government to boost up the economy by tourism sectors. The awareness programs on cleanliness, construction of general toilet at every 100m near tourist spots, prohibit the spitting near to devotional area, throwing garbage, dumping of some obstructive harmful solid waste and must be spread by the government.

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