



ASSESSMENT OF THE IMPACT OF ROAD TRANSPORTATION ON TOURISM PATRONAGE AT FREEDOM PARK, LAGOS STATE, NIGERIA

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ABSTRACT

Background: Transportation is important for the movement goods and human being from one location to another. It reduces journey time significantly. It also facilitates productivity and profitability via making it easy for consumers of goods and services to access goods and services in real time. Transportation makes it possible for tourists to get to and depart from tourism destinations. Road transportation is the most used, amongst other mode of transportation.

Objective(s): The study examined the impact of road transportation on tourism patronage at Freedom Park, Lagos Island, Lagos state, Nigeria.

Methods: The research design used in this study is the quantitative research design. Retrieved data via questionnaire were descriptively analyzed.

Results: The result of the study reveals that there is a general perception that the road transportation in Lagos is good and it is safe to ply at any time of the day .

Conclusions: However, the road that leads to Freedom Park is not in a good condition and it is capable of influencing tourism patronage at the park negatively. The road leading to the park should be rehabilitated and better maintained .

Keywords: Tourism patronage, Transportation and Road transport

1. INTRODUCTION

Tourism is essentially the movement or leisure tourism sector because of the fact that tourism travel of people (tourist) from one location to destinations are essentially cited in different other countries or states. The topicality of destinations and sites. Various transport modes tourism is sine qua non as it involves a time have facilitated the development of the tourism bound displacement of leisure inclined people industry, through the facilitation of long distant from a spatial bound region to another region travels in real time, attainment of (Olawuyi, 2017; Olawuyi and Alabi, 2018; comfortability and attainment of good speed. Olawuyi and Posun, 2021; Ogundare et al., Transportation via its importance attached to (2022)). It basically implies displacement of displacement of goods and people, people as a result of their leisure desires and categorically affects various sectors of the motives. The word displacement can not be global financial system, inclusive of achieved in this regard, save, there is the usage international tourism (Dinu, 2018). There are of transportation facilities and modes. Thus, largely four transport modes, generally transportation is a germane factor in the recognized across the Globe and they are road,

air, Maritime and rail (Tchanche, 2013). It is notable that amongst these transport modes, the land transport mode is the commonest and most accessible. All categories of people (rich, poor, elite, illiterate and so on) access the land transport mode through different affordable means. Transportation has made it easier to connect with and access different regions of the World in real time. International transportation has therefore made tourism thrive better in different parts of the World. The study aimed at assessing the impact of road transportation on the freedom park as a tourist site in Lagos state. And the objectives that were used in this study were to; Examine the visitors' perception of road transportation in Lagos and determine the influence of road transport on the rate of patronage in Freedom Park.

Transport system is germane to the productivity of a tourism destination. The state of transportation system is capable of deterring or even attracting tourists to a tourism destination. Amongst the defining natures of a developing or underdeveloped Countries is poor or deplorable state of infrastructures, transport modes cum infrastructures inclusive. It is notable that different studies have been conducted with respect to transport modes, Troung and shimizu (2016) transportation on tourism promotion; Camilleri (2017) tourism industry: the overview; Engström (2016) roads role in the freight transport system; Tchanche (2019) view of road transportation in Africa; Jangra et al., (2023), amongst others, however, no lucid research has been conducted and published on the influence of road transportation on the freedom park as a

tourist site in Lagos State.

2.1 Transport modes

Transportation depicts activities facilitating physical movements of individual(s) and items from one area to a different area (Johnson, 2012). Transportation essentially aids movement of human being. It makes essentially significantly reduces travel time of human beings. Transportation is majorly facilitated by appropriate transport modes. Alex- Onyeocha et al., (2015) noted that transportation mode is a solution which engages the usage of a precise gorm of vehicle, infrastructure and operation. Journeys that would naturally take days for human beings to complete while walking can be completed within a few hours via transport facilities and modes. Christofakis et al., (2020) opined that precisely, until the mid of 19th century, preceeding outstanding innovations and changes in transport technologies, dynamics engaged in locating production activities were characterized via spatial dispersion. In times past transport facilities were essentially luxurious and elitist. As a matter of fact embarking on long journies from one region, country or continent to the other was expensive. The land transport mode was the earliest engaged and operationalized transport mode. The other transport modes are water and air. The earliest road originated from trails, that are majorly engaged for moving from one hunting region to the other via seasonal migrations. The usage of wheeled vehicles triggered better road construction in supporting extra weights because heavy vehicles quickly destroyed unpaved surfaces. The land transport mode majorly is made up of

the road and railway. The road transport system was first created and engaged before railways. The steam navigation (1807) and the railway (1829) at first, as well as the car and the airplane subsequently, created new situations of spatial mobility via very fast transport of goods, employees, customers, and population in general (Christofakis et al., 2020). Each of the transportation modes has demerits and merits. It is however, notable that even in contemporary times, the land mode of transportation is the most used, the cheapest and the easily managed amongst the existing mode of transportation. The road transport has tremendous expansion over the years. This has made it easy for it to be able to convey different tonnage of goods and amounts of people from different locations to the other. The construction of the various transport modes, especially, road transport mode had led to significant infrastructural development with aesthetic values.

2.2 Transport and Tourism

Accessibility is sine-qua-non is ensuring the achievement of the aim of tourism businesses. A typical tourism business is expected to be able to pull people from different quarters to itself. Therefore, there must be transport network in place for people to ply so as to be able to reach tourism destinations. Khurana and Sharma (2021) noted that in the field of tourism transport is oftentimes perceived as a component of the tourism system that is in control of bringing visitors to tourism sites, a means of moving through the site, as well as, a means of departing the site upon completion of the journey. Thus, a tourism destination has the

capacity of pulling visitors but transportation makes its possible visitors to get to such tourism destination. Jangra et al., (2023) noted that transportation is main important constituent, likewise, it gives room for accessing tourism. Transportation, importantly fits into the accessibility component of tourism. Irrespective of how beautiful or endearing a tourism destination is, if there are no standard transportation facilities to such destinations, then, such destination will remain unvisited and unappreciated. A nation with impressive road and transportation pulls increased numbers of tourists (Virkar & Mallya, 2018). Being accessible is a major pertinent factor for tourism development with respect to the desire for innovativeness and new recommendations (Gillovic & McIntosh, 2020). It is a major component and offers driving pleasure to the tourists.

Shamshiripour, et al. (2020) opined that transport systems of tourism destinations have effect on tourists experiences that defines the means people engage in travelling as well as the reason they go for various types of vacation, sites and transportation. Transportation facilities can make trips either comfortable or uncomfortable for tourists. A tourist a tourism destination on a bumpy road filled with potholes will definitely get to such tourism destination fagged out. Thus, the experience of such tourist will be a mix of pains and pleasure, if the tourism destination is indeed fascinating to visit. A standard transportation architecture enhances the convenience of travellers in visiting different sites and it is pertinent for enjoying pleasurable engagements (Khadaroo and Seetana, 2007).

Tourist experiences connected with transportation has the capability to either make or mar the success of such tourism destination. It is germane that the transportation facilities and modes that leads to a tourism destination are expected to be in good condition in line with global standard. This is because, it is connected with the convenience of connecting with goods, services, activities and sites, hence, if tourists do not feel comfortable with the transportation that connects with a tourism destination, such tourists will visit another tourism destination.

2.3 Empirical Review

Truong and Shimizu (2016) investigated the effect of transportation on tourism promotion: on application of the computable general equilibrium model, the role of transportation to tourism is widely discussed in the literature. From the descriptive survey of 69 empirical studies using computable general equilibrium models to quantify the interactions among tourism, transportation and the economy, 56% of papers illustrated the tourism economy relationship, in which transportation is considered exogenously as an economic industry, (35%) of papers studied the transportation-economy relationship, where tourism is usually hidden with other industries or neglected completely, 6% of papers described the relationship between transportation-related factors such as the oil price and tourism, only 1 paper identified the impacts of transportation on tourism and assessed the economic applications of transportation accessibility by using cost reduction scenarios; and the final paper

examined the transportation tourism relationship without taking transportation accessibility factors into account.

Musa and Ndawayo (2011) examined the role of transportation in the development of tourism in Nigeria. The study was quantitative in nature as assessment was done using Garrison and Marble (1965) approach. The conclusion arrived at is that transportation plays important role in the development of tourism in Nigeria. Other key role factors which require attention are finance, protection, security and recreational facilities for relaxation. Jangra et al., (2023) examined the role of transportation in developing the tourism sector at high altitude destination, Kinnaur. GARMIN hand GPS (Global Positioning System) was used to identify the damaged roads from their start to endpoints. In addition, a simple random sample technique has been used to register the opinion of 280 tourists about the transport facilities. Study results suggest that the bad condition of National Highway-22 is one of the barriers to tourism development in Kinnaur. There were no significant differences found between the selected destinations. Overall, the district headquarters, Kalpa, has been perceived significantly higher agreements by tourists.

3. METHODOLOGY

3.1. Study Area

Freedom Park is located in Lagos State, precisely, Lagos Island. Lagos Island is also called *Ìsàlẹ̀ Èkó* in Yoruba language. This Local Government Area houses many Nigerian banks and head offices of various organizations. The park houses variants monuments and

statutes portraying structures individuals engaged in different tasks and activities under the regime of colonial masters. Creswell (2014) noted that Research design is the specific procedure involved in the research process that includes data collection, data analysis, and report writing. Quantitative research design was used for this study.

The sample size for this study is 196 respondents, as determined using modified Cochran's formula for the sample size de-

$$n = \frac{z^2 pq}{e^2} \quad n = \frac{(1.96)^2(0.5)(0.5)}{(0.07)^2} = 196$$

(1)

It is notable that a total of 195 correctly filled-out questionnaires were analysed appropriately. The study area was purposively chosen, while, the respondents were chosen premised on convenient sampling procedure. Convenient sampling was used because there is no lucid register of tourists in the study area. Questionnaire was used as the research instrument for this study. The research instrument was designed in connection to the research objectives. The response option was ranked on a 4 Likert scale of strongly disagree, disagree, agree and strongly agree.

4. Results and Discussions

4.1. Data analysis and Interpretation

Table 1 shows that 54.4% of the respondents strongly agree that the road transport in Lagos is generally good, 17.9% of the respondents agree that the road transport is generally good, 20.5% of the respondents disagree that the road transport in Lagos is generally good, while

7.2% of the respondents strongly disagree that the road transport in Lagos is generally good. The table further shows that 18.5% of the respondents strongly agree that the road transport industry in Lagos has helped increase the influx of tourists in Lagos, 59.0% of the respondents agree that transport industry in Lagos has helped increase the influx of tourists in Lagos, 15.4% of the respondents disagree that the road transport industry in Lagos has increase the influx of tourists, 7.2% of the respondents strongly disagree that the road transport industry in Lagos has helped increase the influx of tourists. 35.2% of the respondents strongly agree that their tax is evident in the development of roads in Lagos, 27.2% of respondents agree that their tax is evident in the development of roads in Lagos, 29.2% of respondents disagree that their tax is evident in the development of roads in Lagos, while 8.2% strongly disagree that their tax is evident in the development of roads in Lagos. 40% of the respondents strongly agree that the state government has helped in improving the roads leading tourism destinations, 31.3% of the respondents agree that the state government helped in improving roads leading to tourism destinations, 21.0% of the respondents of the disagree that the government helped in improving roads leading to tourism destination, 7.7% strongly disagree that the state government helped in improving roads leading to tourism destinations. 25.6% of the respondents strongly agree that road users are cautious, 40.5% of the respondents of agree that road users are cautious, 24.6% of the respondents disagree

Table 1: Examine the visitor's perception of their road transport in Lagos

Valid	Frequency	Percentage	Mean±SD	Rank
The road transport in Lagos is generally good				
Strongly agree	106	54.4	1.81 ± 1.00	8 th
Agree	35	17.9		
Disagree	40	20.5		
Strongly disagree	14	7.2		
The road transport industry in Lagos has helped increase the influx of tourists				
Strongly agree	36	18.5	2.11 ± 0.79	5 th
Agree	115	59.0		
Disagree	30	15.4		
Strongly disagree	14	7.2		
do you pay tax? If yes, is your tax evident in the development of roads in Lagos				
Strongly agree	69	35.2	2.10 ± 0.98	6 th
Agree	53	27.2		
Disagree	57	29.2		
Strongly disagree	16	8.2		
The state government helped in improving roads leading to tourism destinations				
Strongly agree	78	40	1.96 ± 0.96	7 th
Agree	61	31.3		
Disagree	41	21.0		
Strongly disagree	15	7.7		
Are users of road cautions				
Strongly agree	50	25.6	2.17±1.00	2 nd
Agree	79	40.5		
Disagree	48	24.6		
Strongly disagree	18	9.2		
Is it safe to travel to tourism destinations during the day				
Strongly agree	58	29.7	2.12 ± 0.94	4 th
Agree	73	37.6		
Disagree	46	23.6		
Strongly disagree	18	9.2		
Is it safe to travel to tourism destinations at night				
Strongly agree	46	23.6	2.31 ± 1.00	1 st
Agree	75	38.5		
Disagree	42	21.5		
Strongly disagree	32	16.4		
Is road transport in Lagos cheaper than other modes of transport				
Strongly agree	51	26.2	2.16 ± 1.00	3 rd
Agree	80	41.0		
Disagree	46	23.6		
Strongly disagree	18	9.2		
Are there frequent developments of roads in Lagos				
Strongly agree	62	31.8	1.69 ± 0.98	9 th
Agree	71	36.4		
Disagree	40	20.5		
Strongly disagree	22	11.3		
Total	195	100.0		

disagree that there are frequent developments that road users are cautious, 9.2% of the respondents strongly disagree that road users are cautious. 29.7% of the respondents strongly agree that it is safe to travel to tourism destinations during the day, 37.6% of the respondents agree that its safe for tourists to travel to tourism destinations during the day, 23.6% of the respondents disagree that it is safe to travel to tourism destinations during the day, 9.2% of the respondents strongly disagree that it is safe to travel to tourism destinations during the day. 23.6% of the respondents strongly agree that it is safe to travel to tourism destinations at night, 38.5% of the respondents agree that it is safe to travel to tourism destinations at night, 21.5% of the respondents disagree that it is safe to travel to tourism destination at night, while 16.4% of the respondents strongly disagree that it is safe to travel to tourism destination at night. 26.2% of the respondents strongly agree that the road transport in Lagos is cheaper than other modes of transport., 41.0% of the respondents agree that the road transport in Lagos is cheaper than other modes of transport, 23.6% of the respondent disagree the road transport in Lagos is cheaper than other modes of transport, 9.2% of the respondents strongly disagree that the road transport in Lagos is cheaper than other modes of transport. 31.8% of the respondents strongly agree that there frequent development in Lagos, 36.4% of the respondents agree that there are frequent development of roads in Lagos, 20.4% of the respondent disagree that there are frequent development of roads in Lagos, 11.3% of the respondent strongly disagree that there are frequent developments of roads in Lagos. The Table 2 above shows that 55.9% of the respondent strongly agree that the road network leading to freedom park is bad, 25.6% of the respondent agree that the road network leading to freedom park is bad, 12.3% of the respondent disagree that the road network leading to the park is bad, 6.2% of the respondent strongly disagree that the road networks leading to freedom park is bad. 37.9% of the respondents strongly agree that bad road network affect the rate of patronage in freedom park, 47.2% of the respondents agree that bad road network affect the rate of patronage at the park, 8.7% of the respondents disagree that bad road network can affect the rate of patronage at the park, 6.2% of the respondents strongly disagree that bad road network affect the rate of patronage in freedom park. 38.5% of the respondents strongly agree that if the roads were better there would be more influx of tourists at the park, 42.1% of the respondents agree that if the road were better there would be more influx of tourists at the park, 16.9% of the respondents disagree that if the roads were better there would be more influx of tourists at the park, 2.6 % of the roads strongly disagree that if the roads were better there would be more influx of tourists at the park. 33.8% of the respondents strongly agree that road transport is one of the vital reasons for the growth of the park, 36.9% of the respondents agree that road transport vital for the growth of the park, 22.6% of the respondents disagree that road transport is a vital reason for the growth of the park, 6.7%

Table 2: Determine the influence of road transport on the rate of patronage at the freedom park

Valid	Frequency	Percentage	Mean±SD	Rank
Are the road networks leading to Freedom Park bad				
Strongly agree	109	55.9	1.68±0.91	10 th
Agree	50	25.6		
Disagree	24	12.3		
Strongly disagree	12	6.2		
Can bad road network affect the rate of patronage in Freedom Park				
Strongly agree	74	37.9	1.83±0.83	9 th
Agree	92	47.2		
Disagree	17	8.7		
Strongly disagree	12	6.2		
If the roads were better would there be more influx of tourists at the park				
Strongly agree	75	38.5	1.84±0.80	8 th
Agree	82	42.1		
Disagree	33	16.9		
Strongly disagree	5	2.6		
Road transport is one of the vital reasons for the growth of the park				
Strongly agree	66	33.8	2.02±0.91	5 th
Agree	72	36.9		
Disagree	44	22.6		
Strongly disagree	13	6.7		
Road transport can also be a side attraction for the park				
Strongly agree	60	30.8	2.02±0.90	6 th
Agree	87	44.6		
Disagree	32	16.4		
Strongly disagree	16	8.2		
Can the road to Freedom Park encourage you to come again				
Strongly agree	54	27.7	2.11±0.89	1 th
Agree	78	40.0		
Disagree	50	25.6		
Strongly disagree	13	6.7		
Freedom Park has the opportunity to become a larger tourism destination if better road transport were available				
Strongly agree	66	33.8	2.06±0.95	3 rd
Agree	68	34.9		
Disagree	45	23.2		
Strongly disagree	16	8.2		
Do you think bad road network deter potential tourists from visiting the park				
Strongly agree	68	34.9	2.05±0.96	5 th
Agree	67	34.4		
Disagree	42	21.5		
Strongly disagree	18	9.2		
Freedom Park is easily accessible by road				
Strongly agree	62	31.8	2.07±0.94	2 nd
Agree	76	39.0		
Disagree	39	20.0		
Strongly disagree	18	9.2		
Total	195	100.0		

of the respondents strongly disagree that road transport is a vital reason for the growth of the park. 30.8% of the respondent strongly agree that road transport can be a side attraction for freedom park, 44.6 % of the respondent agree that road transport can be a side attraction for freedom park, 16% of the respondent strongly agree that road transport can be a side attraction for freedom park, 8.2% of the respondent strongly disagree that road transport can be a side attraction for freedom park. 27.7% of the respondents strongly agree that the road to freedom park can encourage them to come again, 40.0 % of the respondents agree that the road to freedom park can encourage them to come again, 27.7 % of the respondents disagree that the road to freedom park can encourage them to come again, 6.7% of the respondents strongly disagree that the road to freedom park can encourage them to come again. 33.8% of the respondents strongly agree that freedom park has the opportunity to become a larger tourism destination if better road transport were available, 34.9 % of the respondents agree that freedom park has the opportunity to become a larger tourism destination if better road transport were available, 23.2% of the respondents disagree that freedom park has the opportunity to become a larger tourism destination if better road transport were available, 8.2% of the respondents strongly disagree that freedom park has the opportunity to become a larger tourism destination if better road transport were available. 33.8% of the respondents strongly agree that the rate of patronage largely depends on road transport, 43.1% of the respondents agree that the rate of patronage

largely depends on road transport, 16.4% of the respondent disagree that the rate of patronage largely depends on road transport, 6.7% of the respondents strongly disagree that the rate of patronage largely depends on road transport. 34.9% of the respondents strongly agree that bad road network deter tourists from visiting the park, 34.4% of the respondents agree that bad road network deter tourists from visiting the park, 21.5% of the respondents disagree that bad road network deter tourists from visiting the park, 9.2% of the respondents strongly disagree that bad road network deter tourists from visiting the park. 31.8% of the respondents strongly agree that freedom park is easily accessible by road, 39.0% of the respondents agree that freedom park is easily accessible by road, 20.0% of the respondents disagree that freedom park is easily accessible by road, 9.2% of the respondents strongly disagree that freedom park is easily accessible by road.

4.2 Discussions

The analysis explained that over half of the respondents (54.4%) strongly agree with the fact that the road transport in Lagos is good in general, this is contrary to the submission by (Odesanya and Edoreh, 2020) which revealed that only (1.5%) of participants strongly agree that state of road transport in Lagos is good. The variation however may be that this study was on the assessment of road transport infrastructure in Lagos – Abeokuta express way. Also, over half (59%) of the respondents agree with the aforementioned statement. It however aligns with the submission of Adeleke and Ogunwusi (2017) which revealed that

visitors were not stranded by the road transport system when visiting different tourist destinations in Lagos. The only variation is that the research was on public transport accessibility and information to nature tourism destinations in Lagos. Over one third (35%) of respondents strongly agree that their tax is evident in the development of roads in Lagos, however this is contrary to the submission of Olugbade and Festus (2020) which stated that over half (51%) of respondents agreed that the state government spent more tax money on housing rather than on roads, this is reflected in the fact that N24.4bn was recorded as government spending on housing. Also, 40% of respondents strongly agree that the state government helped in improving roads leading to tourism destination. However, Abegunde (2011) asserts that in Lagos, poor roads assets and infrastructure are inhibiting tourists from visiting Lagos, despite the fact that Lagos has numerous tourists' destination and attractive landscapes. The analysis shows Over (25.6%) of respondents agree that road users are cautious. The analysis also proved that over one third (37.6%) of the population respondents agrees with the opinion that it is safe to travel to tourism destinations during the day. However, one third (38.5%) of the respondents agree with the opinion that it is safe to travel to tourism destination at night.

A larger part (39.5%) of the respondents agrees that there are a lot of potholes in Lagos. More so, the analysis showed that a larger (41.0) part of the respondents agree that the road transport in Lagos is cheaper than other modes of

transport. This aligns with the submission of Igwe et al., (2013) that asserts that moving goods and people from one place through road transport is critical to maintain economic and political ties between regions in different state, however the only variation is that the research was conducted on entrepreneurs. The analysis also showed that a larger percentage of (36.4%) agree that there are frequent developments of roads in Lagos. This is contrary to the findings of Odesanya and Edoreh (2020) which asserts that road transport infrastructure is not sufficient as they do not have some of the infrastructure necessary for the development of the state. The only variation in this research is that it was conducted on five different local governments which includes Lagos Island. From the first objective, it can be seen that the visitors perception of their road transport is positive, the positive impact are in the following order, The road transport in Lagos is generally good, The road transport industry has helped increase the influx of tourists, the tax paid is evident in the development of roads in Lagos, The state government helped in improving roads leading to tourism destination, road users are cautious, it is safe to travel to tourism destination during the day, Is it safe to travel to tourism destination at night, the road transport in Lagos cheaper than other modes of transport, there are frequent development of roads in Lagos. The rank score for the indicators of the visitors' perception of their road transport (20.51 ± 11.52) were critically examined based on their mean and standard deviation as follows, the road transport in

Lagos is generally good (1.81±1.00), the road transport industry has helped increase the influx of tourists in Lagos (2.11±0.79), do you pay tax? if yes is your tax evident in the development of roads in Lagos (2.10±0.98), the state government helped in improving roads leading to tourism destination (1.96±0.96), are users of road cautious(2.17±1.00), are there lot pot holes in Lagos (2.08±0.93), is it safe to travel to tourism destination during the day (2.12±0.94), is it safe to travel to tourism destination at night (2.31±1.00), is road transport in Lagos cheaper than other modes of transport (2.16±1.00), are there frequent development of roads in Lagos (1.69±0.98).

The analysis for the objective question reveals the road network leading to freedom park bad shows that over half (55.9%) of the respondent strongly agree. The analysis also showed that a larger part (47.2%) of respondents agrees that bad road network can affect the rate of patronage at the freedom park. This aligns with the submission of Odeku (2020) which asserts that the absence of basic infrastructure such as good roads would make any tour to any destination, unsafe and uninteresting and such tourists would experience failure to enjoy tourism quality services as required by their needs and wants, which could discourage them from come visiting again. Also the analysis showed that a larger (36.9%) percentage of respondents agree that road transport is one of the vital reasons for the growth park. However, a major part (44.6%) of the population respondents agree that road transport can also be a side attraction for the

park. This aligns with the submission of Nwachukwu *et al* (2018) which revealed that for a greater number of tourists, a satisfactory accessibility to a tourist attraction is worth an attraction that could encourage tourists to come again. The analysis also showed that a larger (40.0%) percentage agreed that the road to Freedom Park could encourage them to come again. The analysis also proved that (34.9% of respondents agree that freedom park has the opportunity to become a larger tourism destination if better road transport were available, the analysis also showed (43.1%) of respondents agree that the rate of patronage at the freedom park largely depend on road transport. This aligns with the submission of Omisore and Akande (2009) which revealed that as tourists' attraction are connected to good roads, then they can become highly accessible to numerous customers with their movement creating distinctive motif on spatial scenery. The analysis also showed that similar respondents population (34.9% and 34.4%) strongly agree and agree that bad road networks can deter potential tourists from visiting the park. The analysis also showed that a larger percentage (39%) agreed that freedom park is easily accessible by road. From the second objective, the influence of road on rate of patronage at the park is positive, the positive impacts are arranged in the following other, the road to freedom park can encourage tourists to come again, freedom park is easily accessible by road. The rank score for The indicators of determining the influence of road transport on the rate of patronage at the freedom park (19.64±8.97) were examined by their mean and

standard deviation as follows, are the road network leading to freedom park bad (1.68±0.91), can bad road network affect the rate of patronage in freedom park (1.83±0.83), if the roads were better would there be more influx of tourists at the park (1.84±0.80), road transport is one of the vital reasons for the growth of the park (2.02±0.91), road transport can also be a side attraction for the park (2.02±0.90), can the road to freedom park encourage you to come again (2.11±0.89), freedom park has the opportunity to become a larger tourism destination if better road transport were available (2.06±0.95), the rate of patronage at the freedom park largely depends on road transport (1.96±0.88), do you think bad road network deter potential tourists from visiting the freedom park (2.05±0.96), freedom park is easily accessible by road (2.07±0.94).

5. Conclusions

The study examined the impact of road transportation on tourism patronage at Freedom Park, Lagos Island, Lagos state, Nigeria. The research design used in this study is the quantitative research design. Retrieved data via questionnaire were descriptively analyzed. From the findings of this research, there is general perception that the road transport system in Lagos is good and the road transport system influences tourism patronage at the park. However, the findings further revealed that the road that leads to the park is not in a good state. This depicts that despite the fact that the road network in Lagos is relatively good, the road network connecting freedom park to other parts of Lagos is not in an impressive condition, thus, it is capable of reducing/stifling tourism activities to and at the Freedom Park. Therefore, the study recommends that the construction of more roads leading to the

park should be improved and developed and it must be ensured that the Park should not exceed its carrying capacity at all times.

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