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ASSESSMENT OF TOURISTS' AND STAKEHOLDERS' PERCEPTION OF THE ROLE OF TRANSPORTATION SYSTEM IN TOURISM DEVELOPMENT IN BADAGRY, NIGERIA

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ABSTRACT

Although transportation is recognized as a key enabler of tourism development, there is a dearth of context-specific evidence on the perceptions of tourists and key stakeholders in the Badagry tourism destination regarding the role of transportation in shaping visitation and destination competitiveness. This study aimed to fill this gap by looking at the transportation-tourism relationship through the eyes of those who live it every day. The methodology used in the study was survey research, which involved the use of four types of structured questionnaires for the tourists, resident household heads, transport operators, and business owners in Badagry around the major heritage sites. Different sampling methods were employed across the various categories of respondents, and the data obtained were analyzed descriptively, with the use of a mean score rating system (Likert rating type of Scale) and one-way analysis of variance (ANOVA). The study found that public buses (46.47%) and private vehicles (36.06%) were the most popular means of reaching Badagry's heritage sites, while water transport and motorcycles were underutilized. While high transport costs and lack of links were also identified as a frequent constraint, the general opinion was that the transport system does support the development of tourism in the area (mean score = 4.22) and that it would help to increase the number of visitors (mean = 4.31). The one-way ANOVA results showed no significant difference between the perception of tourists and the other stakeholder groups ($p = 0.3234$), and there was no significant difference between the respondents' perceptions on the potential of transportation to boost tourism ($p = 0.7556$), indicating a fairly similar attitude across the respondent categories. The results indicate that specific investment in road rehabilitation, signage, water transport and transport security can significantly enhance the visitor experience and help Badagry establish itself as a heritage tourism destination, which is likely to be welcomed by tourists, residents, transport operators and business owners.

Keywords: Transportation, Tourism development, Stakeholder perception, Heritage tourism, Badagry

1 INTRODUCTION

Transportation is firmly in the middle of whether tourism will become one of the more realistic fields in which Nigeria can diversify its decades-of-dominancy-over-oil-based economy or whether it's just a topic at policy meetings. The movement of tourists from their country of origin towards the destination country and around the destination country is an integral part of the tourism product; the great natural or cultural resource may exist in a destination country, but if it is not accessible safely, economically, and in a reasonable time frame, the destination may not be commercially viable (Jegade, Olasemojo & Ogunleye, 2025). This relationship has been further supported by recent research on the impact of the COVID-19 pandemic on the relationship between tourism and transport, which suggested that proximity, slower travel, and greener modes of transportation were likely to be the features of the tourism-transport relationship in the post-COVID-19 period (Więckowski, 2021).

In tourist destinations where the physical environment is limited, the correlation between road condition and tourist experience has been demonstrated as being particularly direct. In the Indian Himalayas, Jangra, Kaushik and Singh (2024) used GPS mapping and a survey of 280 tourists to understand that the state of a single national highway was one of the major challenges to the development of the high-altitude district of Kinnaur despite its obvious beauty. The view of the tourism sector in Africa in Nigeria is similar across the literature and recent industry assessment; Nigeria's contribution to GDP through the tourism sector is well below that of other African countries such as Kenya and South Africa, whose tourism sectors are estimated to contribute close to ten percent of their GDP as against Nigeria's three per cent (Idahosa, 2025). This is even as Nigeria's geographical, cultural and historical backdrop is arguably at par with much of the best in the world.

In Nigeria specifically, transportation has been likened to the circulatory system of the tourism industry, which carries visitors to the attractions and supports the development of hospitality enterprises around the attractions, while providing employment opportunities in the process (Aniramu et al., 2025). However, one recurring feature of the Nigerian tourism research of recent years is that this mobility function is often hampered. The country has infrastructural assets that can be considered tourist attractions in and of themselves, but this is underutilized, partly since the transport infrastructure that connects these attractions to the wider tourism circuit is also underdeveloped; Nigeria's travel and tourism sector, in 2023, contributed about N6.7 trillion to GDP and employed more than 2.5 million people, which is a size that makes it easy to argue for more intentional investment in transport corridors that serve as tourist attractions. Similarly, in a review of the Nigerian tourism policy, Odetoye and Folorunso (2024) established that the lack of coordination between the tourism sector and the transportation and works sector has been a major factor in reducing the impact of successive National Tourism Policy documents, which was reiterated at the 9th National Tourism Transportation Summit held in Abuja where stakeholders again urged for tighter synergy between the two sectors to boost sustainable tourism development (Sayer, 2021).

The town of Badagry, located in Lagos State, about seventy kilometers west of Lagos city centre, is a place especially suitable for studying these dynamics. Its importance lies mainly in the fact that it was one of the most active places of departure on the trans-Atlantic slave trade in West Africa, and this history is still evident in some of the structures and sites in the town, including the Vlekete Slave Market, the Brazilian Barracoon, the Mobee Royal Family Slave Relics Museum, the Seriki Williams Abass Slave Museum, the First Storey Building and the Point of No Return on Gberefu Island (Ibirogbu, 2023). Despite receiving a small percentage of the visitors to places like the Cape Coast Castle in Ghana or the Gorée Island in Senegal, scholars studying the interpretation of this heritage have noted that Badagry's sites have a historical importance similar to that of these other well-known locations. (Sayer, 2021) One of the major reasons for this disconnect has always been accessibility; although Badagry is just seventy kilometres from Lagos, the trip has always taken more than three hours due to the poor state of the roads and traffic congestion along the Badagry-Lagos road, which makes it very difficult for the country's biggest conurbation to make day and repeat visits to the area (Sayer, 2021).

The present study was conceived in the background of this. The study is not just background information on transportation but focuses on it as the centre of enquiry by seeking to understand the perception of the relationship between transportation and the tourism prospects of Badagry by both the tourists, resident households, transport operators, and the business owners. This approach, which involves stakeholders beyond the tourists, is recommended in the Nigeria tourism literature (Adebayo & Butcher, 2022) and thus the holistic approach to understanding meaningful tourism policy.

The general objective of the study, therefore, is to assess tourists' and relevant stakeholders' perception of the role of the transportation system in tourism development in Badagry. Specifically, the study sought to:

- describe the mode of transportation available and in use by the tourists in Badagry tourist sites;

- examine tourists' and other stakeholders' perception of the role of transportation in tourism development in the study area;
- assess tourists' view of the potential of improved transportation for tourism development in the study area; and
- propose a policy recommendation that will improve transport to and within the tourist sites in the study area.

2 LITERATURE REVIEW

2.1 Conceptual Overview of Transportation and Tourism Development

The starting point for most transport-tourism research is based on the recognition of a spatial aspect, meaning that tourism is, in essence, a movement phenomenon, and movement is a tourism phenomenon. Jegede, Olasemojo and Ogunleye (2025) used a systematic review of studies to categorize the evidence into four themes: accessibility, connectivity, technological innovation, and sustainability, and found that transportation is both a determinant of the accessibility of a destination and a part of its quality of experience once they reach it. However, their review also highlighted an issue that pervades much of the travel literature; in this case, the increase in convenience of travel with the use of innovations like intelligent ticketing and dynamic route planning has given rise to sustainability concerns, which destinations in the Global South are just beginning to address in the context of transport intensification.

As transport both enables and inhibits tourism, Więckowski (2021) suggests that a new type of tourism growth would be possible if the assumption that more movement is always better was abandoned, and if tourism focused on proximity, slower and less energy-consuming means of transportation, and a greening of transportation choices. This is helpful, applied to a location like Badagry: it's not just that the development of more transport infrastructure would be good for tourism, but what sort of development would be suitable in a town where the environment, in the form of a lagoon, is sensitive, and where the number of tourists is relatively small?

Other studies in the literature support the direct influence of road quality on visitor flows as demonstrated in physically constrained destinations. A single poor national highway in Kinnaur was seen as one of the main constraints on the development of tourism in the District by the tourists, and there was only marginal consensus among the destinations covered by the study. (Jangra et al., 2024). Despite the very different geographical context of Kinnaur and Badagry, the process identified by the study – one in which the condition of the road acts as a psychological barrier to traveling – is repeatedly found across very different contexts of tourism and is a useful prism through which the perception-based findings found in Badagry can be understood.

2.2 Transportation and Tourism Development in Nigeria

Nigeria's tourism-transport literature has mostly focused on the infrastructural deficiency. Jangra et al. (2024) have pointed to poor road infrastructure, unreliable transportation, and limited access to basic amenities as recurring challenges, making it difficult to access many of the country's tourist sites, especially outside the major cities. This assessment is in line with the comments made during a tourism seminar in Lagos that Nigeria contributed around three per cent of the national GDP from its tourism industry in 2023, far below the ten per cent contribution recorded in Kenya over the same time period, and that poor transport and allied infrastructure continues to be one of the reasons cited for this condition (Idahosa, 2025).

At the policy level, Odetoye and Folorunso (2024) examined the evolution of successive Nigerian tourism policy instruments and concluded that there has been a lag in policy implementation, in part because agencies responsible for transportation, works and tourism have tended to work in isolation from each other, rather than as part of an integrated approach to developing tourism for the country. This finding also resonates with more recent institutional developments as Lagos State transportation ministry began installing ITS infrastructure in collaboration with private technology companies in the last two years to enhance road safety and traffic monitoring in the state, of which the Lagos-Badagry Expressway may have relevance in relation to access to heritage tourism. The need to increase the level of coordination between tourism and transport stakeholders was restated at the 9th National Tourism Transportation Summit in Abuja; where the Institute of Tourism Professionals in Nigeria clearly stated that transportation is a prerequisite to the connectivity and mobility that drives sustainable tourism growth (Sayer, 2021).

In addition to the road sector as a narrow definition, tourism scholarship in Nigeria has grown to consider the links between transport and other development outcomes. In a study conducted by Nwagbala et al (2025) on the socio-economic impact of tourism in Lagos State, poor transportation was among the most reported problems affecting the potential of tourism to boost local livelihoods, aside from security concerns and low level of marketing efforts. In a similar way, a structural equation modelling study of four eco-destinations in Nigeria revealed that tourist non-satisfaction with accessibility was significantly related to a reduction in community acceptance of ongoing development of tourism in the area, other factors being equal (Aniramu et al., 2025). All these studies point to the fact that

transportation in Nigeria is not just a technical problem experienced by tourism stakeholders independently, but is intertwined with safety perceptions, community goodwill and destination image in such a way that it can be considered as a cross-cutting development concern.

2.3 Tourist and Stakeholder Perception Studies

Another focus, closely related to the previous one, has been dedicated to the tourist's and the host community's perception of tourism development, including access and mobility. Adebayo and Butcher (2022) examined the concept of community empowerment within the tourism industry of Nigeria, and they argued that successful planning of tourism cannot only be done by tourists alone as the perceptions of tourists and other stakeholders are different and that buy-in from the residents, local government and business operators to the process of tourism development significantly contributes to the sustainability of a country's tourism development trajectory. It has been substantiated by empirical research in a few recent destination studies in Nigeria. Agbebi and Adeogun (2023) conducted a survey of the residents in the neighborhoods around the mountain tourism sites of Ekiti State and observed that residents' perceptions of the impact of tourism were generally positive, but were significantly influenced by their direct exposure to the benefits of tourism-related infrastructure investment and transportation between it and their homes.

Similar findings have emerged in the related settings of Nigeria, at the community level. Fagbolu, Orimaye, Ayoola, Ajudua and Omotoba (2022), in their review of the role of tourism and hospitality industry in the development of the country in Nigeria, noted that the community-based tourism model would only work if the local stakeholders, including transport operators, were structurally involved in the planning process and not consulted after the decisions were made. This finding is consistent with the findings of some researchers in Owu Waterfall, Kwara State, which identified low participation of community members in the management of the touristic site, leading to low community support for the further development of the site for tourism (Ogunojemite et al., 2021). Together, this body of work confirms the methodological principle of the present study, which is that to know the role of transportation in the development of Badagry's tourism one must listen not just to tourists but to the broader cast of characters of residents, operators, and business owners whose lives overlap with that of Badagry's tourist economy.

2.4 Gaps in the Literature

In sum, the reviewed studies provide a reasonably solid basis for two conclusions: first, that transportation is well known as a factor in tourism development, and therefore not a mere logistical issue, but a factor of global importance and, within Nigeria, of paramount importance; and second, that Badagry has assets of a heritage importance that would, in principle, support a much larger tourism economy than is being utilized. The perception dimension unique to Badagry, that is, the perception of Badagry's transport experiences and perceptions by tourists, residents, transport operators and business owners in the town in relation to the transport system that links tourists to Badagry and connects Badagry to the heritage sites, has been relatively underdeveloped. The majority of the transport-tourism literature examined above is at either a national or comparative-destination level, or takes on a physically unique context, like the mountainous environment which is significantly different from Badagry's flat, lagoon-side topography. This study fills that void, providing evidence that is disaggregated by stakeholders and destination-specific for Badagry.

3 METHODOLOGY

3.1 Study Area

The study was carried out in Badagry, a coastal town in Lagos State, Nigeria, whose principal tourist attractions include the Badagry Heritage Museum, the First Storey Building, the Vlekete Slave Market, the Mobee Royal Family Slave Relics Museum, and the Point of No Return at Gberefu Island.

3.2 Research Population and Sampling

The study population consisted of four broad categories of respondents: tourists visiting Badagry for various activities (historical, religious, business, tourism and research); household representatives residing within 500m radius of the major tourism sites; business owners of hotels, guest houses, supermarkets, and restaurants in the town; and transport operators in taxi, bus, ferry and motorcycle parks. The number of tourists arriving at Badagry could not be exactly counted because of the non-predictability and non-registering of tourists' arrival in the country, hence the population of the tourists in the study was considered infinite, which is consistent with some Nigerian tourism studies that have also experienced the same measurement problem (Ojo, 2023 as cited in the original studies). This 500-metre radius used for the identification of household respondents is in line with the one employed by Linderová et al. (2021), who used 500 metres in their study on local attitudes towards the impact of tourism in the Czech Republic, explaining that the closer to the tourism site, the stronger the exposure to its spillover effects, whether it is related to employment opportunities, traffic congestion, or changes to the local environment. Based on this, the sampling frame for the household respondents included 1,733 residential buildings within the aforementioned tourism sites, whereas for the

business owners 24 hotels and guest houses, 5 restaurants and 10 super markets were included, also for transport operators the taxi, bus, ferry and motorcycle parks were identified.

The Cochran's formula for an unknown population was used in the case of tourists which gave rise to a target of 384 respondents and the Cochran's formula for a known population was used in the case of household representatives which gave rise to a target of 315 respondents. For business owners and transport operators, roughly half of the identified category was chosen to ensure sufficient coverage while also keeping the exercise logistically practicable.

3.3 Sources of Data and Research Instruments

The primary data were collected through four sets of structured questionnaires that were administered separately to tourists, residents, transport operators and business owners. The questionnaires comprised demographic information and transport usage and experience of the tourists and residents. In addition to that, the transport operators' and business owners' stakeholders perception of the transport system in a five-point Likert scale was also included in the questionnaire. Research data was collected via first-hand observations in the field and mapping the transportation centres, tourist locations, and movement trails in a GPS. The Badagry Local Government's Department of Environment and Tourism, Lagos State Ministry of Transportation, published census and tourism statistics and related academic literature provided secondary information.

3.4 Method of Data Analysis

Data were analyzed using the Statistical Package for Social Sciences (SPSS, version 20.0). Descriptive statistics, including frequencies, percentages, and Likert-scale mean scores, were used to address the objectives relating to mode of transportation, stakeholder perception, and the potential of improved transportation. One-way analysis of variance (ANOVA) was used to test whether statistically significant differences existed in the perceptions of tourists relative to other stakeholder groups, based on the following hypotheses.

4 RESULTS AND DISCUSSION

4.1 Modes of Transportation Available and in Use by Tourists

Table 1 presents the distribution of transportation modes used by tourists to access Badagry's heritage sites. Public buses accounted for the largest share of trips (46.47%), followed by private vehicles (36.06%) and taxis (13.75%), while ferry (3.35%) and motorcycle (0.37%) transport were used comparatively rarely.

Table 1: Distribution of Tourists by Mode of Transportation Used to Access Tourist Sites in Badagry

Mode of Transportation	Frequency	Percentage (%)
Public Bus	125	46.47
Private Vehicle	97	36.06
Taxi	37	13.75
Ferry	9	3.35
Motorcycle	1	0.37
Total	269	100.00

Source: Field Survey, 2025

The transport culture of the study area largely reflects that of other Nigerian tourism studies. Typically, the overwhelming majority of domestic tourist movement is dominated by private and commercial road vehicles. Water and non-motorized transport play a marginal role even in destinations like Badagry. This is despite the lagoon geography of Badagry, which would seem to favor water-based options (Jangra et al., 2024). Despite the presence of the Point of No Return and other well-known sites in Badagry that can only be fully accessed by boat, ferry transport is not widely used here. This suggests either water transport capacity is limited or tourists are not sufficiently informed about the option. However, it could also mean that tourists deem ferry transport too unsafe or uncomfortable. This last explanation would be consistent with wider African evidence that notes that poorly developed water transport infrastructure is still restraining the development of lagoon and river tourism (Jangra et al., 2024).

4.2 Tourists' and Stakeholders' Perception of the Role of Transportation in Tourism Development

Table 2 presents the Likert-scale results of stakeholder perception of the transport system in the tourism development of Badagry. The mean score of 4.16 indicates that overall, respondents agree that transportation is important to the town's tourism. Most respondents highly agree that improved transport infrastructure will contribute to more tourist visits (mean score = 4.31). This is followed by respondents who agreed that poor transport connectivity will reduce attractiveness (mean score = 4.24). Finally, respondents agreed that the current transport system supports tourism development (mean score = 4.22). The response statement that received the lowest mean score, but which was still seen as fairly high, is that high transport costs deter tourists (mean score = 3.96).

Table 2: Tourists' and Stakeholders' Perception of the Role of Transportation in Tourism Development in Badagry

S/N	Statement	SA	A	N	D	SD	Mean
1	The current transport system in Badagry supports tourism development	277 (44.25)	261 (41.69)	50 (7.99)	24 (3.83)	14 (2.24)	4.22
2	Improved transport infrastructure will increase tourist visits	399 (63.74)	75 (11.98)	114 (18.21)	20 (3.19)	18 (2.88)	4.31
3	High transport costs negatively affect tourism	170 (27.16)	305 (48.72)	119 (19.01)	16 (2.56)	16 (2.56)	3.96
4	Poor transport connectivity reduces attractiveness	271 (43.29)	286 (45.69)	36 (5.76)	17 (2.72)	16 (2.56)	4.24
5	Investment in transport enhances the tourism experience	257 (41.05)	214 (34.19)	123 (19.65)	18 (2.88)	14 (2.24)	4.09
	Grand Total						4.16

Source: Author's Fieldwork, 2025

The one-way ANOVA conducted to test whether these perceptions differed significantly between tourists and other stakeholder groups produced a p-value of 0.3234, which is above the 0.05 threshold; the null hypothesis was therefore not rejected.

Table 3: One-Way ANOVA Result Testing Difference in Perception Between Tourists and Other Stakeholders on the perceived Role of Transportation in Tourism Development in Badagry

Source of Variation	SS	df	MS	F	Sig. (p-value)
Between Groups	2.8932	3	0.9644	1.60	0.3234
Within Groups	516.12	622	0.8298		
Total	519.02	625			

Source: Author's Fieldwork, 2025

The finding shows that there is a general consensus among the tourists, residents, transport operators, and business owners in Badagry on the perception of the role of transport in the tourism development of the town and not a clear divide in terms of stakeholder groupings. This discovery confirms the assertion by Adebayo and Butcher (2022) that though all players in the Nigerian tourism value chain have different roles, they generally have a common perception of the infrastructural challenges as they impact on three aspects of the tourism value chain, namely movement, income, and experience of the visitors. It also supports Kaushik and Singh's (2024) finding, from a very different geographical background, that perceptions of transport-related constraints are generally less varying across the different groups of respondents sampled at the same destination, indicating that transport-related constraints are perceived as a constraint common to all rather than a constraint specific to each stakeholder. What is significant about this comparatively lower mean score is that it means that stakeholders broadly agree on the importance of transportation, but are a little less certain, or less emphatic, about its direct impact as a barrier, specifically cost, as opposed to impact as a barrier, specifically security concerns or lack of marketing, which Nwagbala and colleagues (2025) found to be significant.

4.3 Tourists' View of the Potential of Improved Transportation for Tourism Development

Table 4 shows the responses obtained to the statements on the perceived potential of the transport improvement in the development of Badagry as a tourist resort. The overall mean score is 4.31, which is a high score. Private sector transport services participation had the highest mean score (4.80), followed by government investment in transport infrastructure (4.71), and introduction of modern public buses (4.32). The mean score for water transport is also the lowest among the items tested (3.93); this aligns with relatively low ferry usage reported under Objective 1, in spite of the setting of Badagry, which is located within a lagoon.

Table 4: Tourists' Perception of the Potential of Improved Transportation for Tourism Development in Badagry

S/N	Statement	SA	A	N	D	SD	Mean
1	Improving road conditions will significantly enhance tourism development in Badagry	103 (38.29)	150 (55.76)	11 (4.09)	3 (1.12)	2 (0.74)	4.30
2	Introducing modern public buses will improve tourist movement	101 (37.55)	156 (57.99)	9 (3.35)	2 (0.74)	1 (0.37)	4.32
3	Water transport has strong potential for tourism development in Badagry	111 (41.26)	28 (10.41)	129 (47.96)	1 (0.37)	0 (0.00)	3.93
4	Better signage and route information will improve the tourist experience	114 (42.38)	27 (10.04)	126 (46.84)	0 (0.00)	2 (0.74)	3.94
5	Improved transport security will attract more tourists	117 (43.49)	22 (8.18)	127 (47.21)	2 (0.74)	1 (0.37)	4.09
6	Government investment in transport infrastructure will boost tourism growth	227 (84.39)	24 (8.92)	17 (6.32)	1 (0.37)	0 (0.00)	4.71
7	Private sector participation can improve transport services in Badagry	238 (88.48)	21 (7.81)	7 (2.60)	2 (0.74)	1 (0.37)	4.80
	Grand Total						4.31

Source: Author's Fieldwork, 2025

A one-way ANOVA testing the hypothesis that no significant difference exists in respondents' views on the potential of improved transportation produced a p-value of 0.7556, again above the 0.05 threshold, so the null hypothesis was not rejected.

Table 5: One-Way ANOVA Result Testing Difference in Perception of the Potential for Improved Transportation

Source of Variation	SS	df	MS	F	Sig. (p-value)
Between Groups	1.4693	3	0.4898	0.40	0.7556
Within Groups	327.3262	265	1.2352		
Total	328.7955	268			

Source: Author's Computation from Fieldwork, 2025

The high mean score of the respondents in Badagry for all nearly all the items in Table 3, and the non-significant result of the ANOVA test, indicate that they are not only displeased with the current transport system in the town but are also fairly uniform in their conviction that there are specific, well-defined measures that they believe can help improve the condition of tourism in the town, whether through road rehabilitation or the private sector. The optimism expressed here is generally reflected in other Nigerian eco-destinations studied; Aniramu et al. (2025) noted that accessibility improvements have a greater impact on the willingness to recommend a tourist destination in four Nigerian eco-destinations, and Strom Infracore (2025) also concluded that with the level of latent demand already exhibited in the number and volume of visitors to the destinations, the tourism sector has the potential to benefit greatly from relatively targeted investments in tourism infrastructure in Nigeria. The relative lack of interest in water transport potential, and even its current use, suggests a specific opportunity over a dead end; if the issues of safety, comfort and reliability that may be limiting the use of ferries are overcome, then Badagry's lagoon geography could become an asset rather than a liability – and possibly just a single point of difference, as Sayer (2021) noted for the Point of No Return, one of the most emotionally resonant places in the town, which can only be reached by boat.

4.4 Tourism Implications of the Study

The findings have implications for each of the stakeholder groups identified in the study. The findings indicate that for visitors, road rehabilitation and improved signage will be the most direct means of improving the visitor experience, with the level of concern expressed with regard to these dimensions being much higher than other transport dimensions. The high level of support for private sector involvement suggests that transport operators are keen on increased and formalized services, possibly through cooperation with government bodies handling tourism infrastructure. For Badagry's business owners, the improved transport connectivity would mean more consistent customers, as hotels, restaurants, and supermarkets in the area rely greatly on the same transport corridors that would bring tourists to the heritage sites in Badagry. Better transport facilities have the potential to not only alleviate congestion, but also create new opportunities for residents to benefit from the growth of tourism when well-designed and executed, and for those living within 500 meters of the tourism sites. The non-significant ANOVA results for both Likert instruments yield near-universal stakeholder agreement from which to develop coordinated transport-tourism policy for government agencies. The study has implications for future research, highlighting the importance of a longitudinal study that can track changes in these perceptions over time, as well as actual transport use patterns.

5 CONCLUSION AND RECOMMENDATIONS

The research aimed at evaluating the perception of Badagry tourists and the stakeholders about the role of the transportation system in the development of the town's tourism. The data collected show that road-based transportation, especially public buses and private cars, is the sole mode of transport for most tourists to visit Badagry's heritage sites, but on the contrary, water-based transportation is almost underutilized, though the geography of Badagry is a place surrounded by a lagoon, and many of the important places to visit are located by water. A range of stakeholders, both from the tourist and resident sectors, the transport industry and business community were identified as having a broadly consistent opinion that the current transport infrastructure has generally a good level of contribution to the development of tourism in the town and that there are identified weaknesses, particularly around transport cost and connectivity, that could limit the potential for tourism development, and that targeted improvement projects, ranging from road repairs to modern public transport, signage, security and the involvement of the private sector, could make a significant contribution to the town's future tourism prospects. The lack of statistically significant difference between the groups of stakeholders on the general perception measure and the improvement potential measure indicates that transportation is a common problem in Badagry and is not necessarily a problem for tourists or one for operators or business owners.

Based on these findings, the study suggests that the road corridor between Badagry and Lagos State, Lagos metropolitan, should be given more attention by the Lagos State Ministry of Transportation, Lagos State Ministry of Tourism, Arts and Culture, with the Badagry Local Government for rehabilitation and maintenance, because of the direct impact of the journey time and road condition on the perceptions of the stakeholders. Recommendations include investment in water transport infrastructure that can make use of a previously underutilized asset, such as Gberefu Island, into a true point of destination differentiation. Enhancing signage and route information around the heritage corridor would be a more specific concern by respondents (and one that would be relatively cost-effective). Respondents were very enthusiastic about the private sector's involvement in transport service delivery and government should consider the development of structured frameworks for private sector involvement in this aspect of transport service delivery, as well as increased security along transport routes serving the tourist sites and its related safety concerns raised by respondents. Lastly, the use of data from a cross-sectional study conducted at a few specific time points of the traffic day limits the extent to which the findings of this research can be deemed to reveal the overall trends of the transport flows and the perceptions of the various stakeholders in the Badagry transport system as the system evolves, future studies could be more useful if it were possible to track the transport usage and the perception over a longer period, preferably in a span of multiple tourism seasons, to establish whether the patterns that emerged in the current study remain stable or change over time.

STATEMENTS ON COMPLIANCE WITH ETHICAL STANDARDS

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Disclosure of conflict of interest

The authors declare that they have **no known competing financial, professional, or personal interests** that could have influenced the research, analysis, interpretation of findings, or preparation of the manuscript titled “*Assessment of Tourists' and Stakeholders' Perception of the Role of Transportation System in Tourism Development in Badagry, Nigeria.*”

Statement of Ethical Approval

Ethical approval for this study was obtained from the appropriate institutional authority of the Federal University of Technology, Akure (FUTA), Ondo State, Nigeria, before the commencement of data collection. The study was conducted in accordance with accepted ethical principles governing research involving human participants. All participants were adequately informed about the purpose and nature of the study, and their participation was voluntary. Informed consent was obtained from the participants before administering the questionnaires and conducting interviews. Participants were assured that the information provided would be treated confidentially and used strictly for academic and research purposes. No personally identifiable information was disclosed in the reporting of the findings.

Statement of Informed Consent

Informed consent was obtained from all participants involved in the study prior to data collection. Participants were informed about the purpose and scope of the research and were assured that their participation was entirely voluntary. They were also informed of their right to decline participation or withdraw from the study at any time without any consequences. Participants were assured that the information provided would be treated confidentially and used strictly for academic and research purposes. No personally identifiable information was collected or disclosed in the presentation and publication of the findings. By voluntarily participating in the study, respondents indicated their consent to provide the information required for the research.

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