

Tourism Sites and Infrastructural Development in Southern Senatorial District of Cross River State, Nigeria

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Abstract— The urge to diversify Nigeria economy had led to the opening up of different sectors, tourism is one of such sector that has gain attention in recent time. With a great climate heritage beautiful nature and geographical location, Southern Senatorial District of Cross River State is chosen for this study. The study shall focus on the relationship between tourism sites and good road network of southern senatorial district of cross river state, Nigeria. In order to achieve these objectives, one hypothesis was formulated and tested for this pilot research. The study adopted a survey research design with the use of a structured questionnaire to procure relevant data to test the hypothesis. Data obtained was analyzed using simple percentages and chi-square, based on the analysis of data and the major finding. Two theories were used to offer further explanation to literature review this includes, stages of economy growth theory and technological determinism. The population of the study comprises forty (40) field staff of Tourism Department serving at Biase Local Government Area, Akamkpa Local Government Area. And Calabar Municipality. The instrument was administered to the entire field staff since they were not many, based on statistical analysis, it was revealed that significant relationship exist between good roads and tourism site development in the study area, based on this findings, recommendations were made for more and better infrastructure at tourism sites, host communities need to be sensitized to protect infrastructures within their vicinity.

Index Terms— Tourism, Maintenance, Amenities and Development.

I. INTRODUCTION

Tourism is seen to be one of the fastest growing industry in the world which plays a vital role in the economic development of a country. Many countries of the world survive through the tourism sub-sector. In this globalization era, third world countries have sunk in so many resources into tourism to progress their economy, keep contributing to world peace, reduce poverty level and develop human resources and culture. Eja and Ajake, (2012). noted that from the soaring plateaus of the mountain tops of Obudu to the rain forest of Afi, from the water falls of Agbokim and Kwa to the spiraling Ox-bow of Calabar River which provides welcoming serene and sights of images of the Tinapa Business Resort, Calabar Marina, Calabar Residency Museum and the Calabar Slave park which are occupied by natural inheritance and sources of the orientate development

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and these sites have provided facilities that are visitors friendly which has enabled tourist to enjoy their stay.

According to Akpan, (2016). Cross River State is a growing community in the tourism industry. During the dispensation of Mr. Donald Duke, the then democratically elected governor of Cross River State, so much emphasis was laid on tourism, hence the development of infrastructures such as good hotels for guest accommodations, restaurants/eateries, good roads, availability of good pipe borne water, good communication network, effective transportation systems among others in the State whereby through some of these facilities revenues were generated, rural dwellers had employments, local national and international tourists during festive seasons visited the state and foreign exchange transaction is usually commendable.

Inspite of these giant strides, there is decay in infrastructure such as lack of road network poor facility in the health institutions and epileptic power supply in the district. This situation calls for research to unravel the factors militating against tourism sites and good road network, to achieve this, the research shall focus on the relationship between tourism sites and good road network in Southern Senatorial District of Cross River State, Nigeria. The following hypothesis is formulated for the study.

Good roads have no influence on Tourism site development in Southern Senatorial district of Cross River State. The study was limited to southern senatorial district of Cross River State. Recommendations on how to effectively manage the tourism sites and attract more tourists was given.

II. OBJECTIVES OF THE STUDY

The study seeks to examine tourism site and Infrastructural development in Southern Senatorial District of Cross River State Nigeria specifically, the study seek to.

1. To determine the relationship between good roads and tourism site development in southern senatorial district of Cross River State.
2. To examine the influence of good road network on tourist sites and development

A. Literature review

Related literature on the sub-variables was reviewed and two theories was also used to offer further explanation to the study. Such as stage of economic growth theory by Rostow and Technological determinism by Thorstein Veblen (1857 – 1929).

Tourist Sites

In southern senatorial district of cross river state, the emergence of tourism and inflow of people to the state during the calabar festival has positive influence in the development

of Tourist sites in the state. Eja (2016). The existence of the tourism potentials have given rise to the development of tourist sites by both government and private investors to cater for the needs of tourist during their periods of visitation to the state. Judipat N (2016), tourist sites comprise those basic amenities such as visitors' friendly traditions, cultural heritage, colorful fairs and festivities held abiding attractions services often provided to enhance a smooth operation and delivery of tourist needs for the tourists.

Egbaji (2011) argued that tourism sites differ in nature depending on the availability of facilities which attracts peoples thereby enhancing development in the locality. A good and functional tourist sites must have availability of tourist attraction facilities such as beautiful beaches, forest, wild life, landscape, cafeterias, bar huts, camp building, seaside caravans, pubs and perhaps, facilities for gymnastic and swimming for eco-tourism and attraction. Some of the superstructures on the other hand represent those physical architectural structures which in themselves constitute attractions to the tourist, perhaps due to their awesome and prestigious looks. Superstructure facilities include hotels, stadium complex and airports. The problem with developing countries is that they tend to compete with other countries in bringing to bear tourism without proper planning on how to sustain tourism (osamwonyi, 2004). For there to be a proper competition just like the ones in the developed countries of the world, the developing countries must maintain good tourist sites such as supplying clean water, secured environment, good accommodation, good road network and quality facilities which would foster development.

Impact of Good Road on tourist sites

Transportation can be a main feature of a tourism trip when the form of transport itself constitutes the main attraction or reason for taking the trip. Derno, (2016) posit that good road has much impact on tourism site development although there are other forms of transportation, depending on the area and terrain of the tourism site location. Transportation provides the means of moving from one tourist attraction to the other assuming they are at locations apart. Odum, (2017) noted that since domestic tourism mostly accounts for the bulk of tourists arrival, the possibility of sustenance depends largely on efficient transportation. Tourism as a whole involves people moving out of their normal places of residence to cultural attractions with the intention to gather new information and experiences to satisfy their cultural needs S. Nyong. (2014), therefore, transportation, is clearly an important factor in tourism. Without transportation travelling would be impossible and there can be no tourism without travels.

Abam, (2004) avers that the major infrastructure in the development of tourism is good road which attracts people to the tourist facility. The researcher observed that some of the existing roads need rehabilitation and new roads to be constructed.

Honey (2009) asserts that proper construction and management of roads leading to the tourist sites attracts human traffic to the facility which will equally increase public appreciation of the environment and will help in creating awareness of the problems relating to the environment when individuals come in contact with the environment and nature. Construction of new roads will further create awareness of the value of nature in the host

community thereby leading to conscious behavior and activities towards preservation of the road leading to the tourist sites.

B. Theoretical Framework

Theories are to explain events, problems, actions, or behavior; an effective theory may have both explanatory and predictive power.

Technological Determinism Theory

Thorstein Veblen (1857-1929) was the proponent of the theory, his major assumption is that a society's technology drives the development of its social structure and cultural values, the theory measure the correlation between societal performance and societal structure with regards to different tourism sites. The implication of this theory to the study is that tourism which involves movement of people from their home to the tourist site involves the use of transportation. Whatever form it may be. The values which the tourist intends to explore would not be successful without accessibility.

Critiques of Thorstein Technological Determinism

The theory assumed that the outcome of technological change, rather than being determined by the logic of tourist sites development, are socially chosen and negotiated within societal actors.

Secondly, the pattern of resources allocation that will facilitate the establishment and maintenance of good roads network are in adequate and this may lead to decay of infrastructure.

C. Stages of Economic Growth Theory

Walt W. Rostow (1950-1960) is the proponent of the stages of economic growth theory, the major assumption of the theory is the transition from underdevelopment to development in terms of series of steps or stages through which all countries must observe and comply in order to be able to achieve the same results as in the case of the developed countries of the world. The implication here is that developing countries investing in tourism development must pass through different stages, follow the proper planning procedures and the planning must be done early enough following the appropriate stages so as to avoid the gradual environmental deterioration which may pose a setback to the actualization of the set goals which is the tourist sites development

III. METHODOLOGY

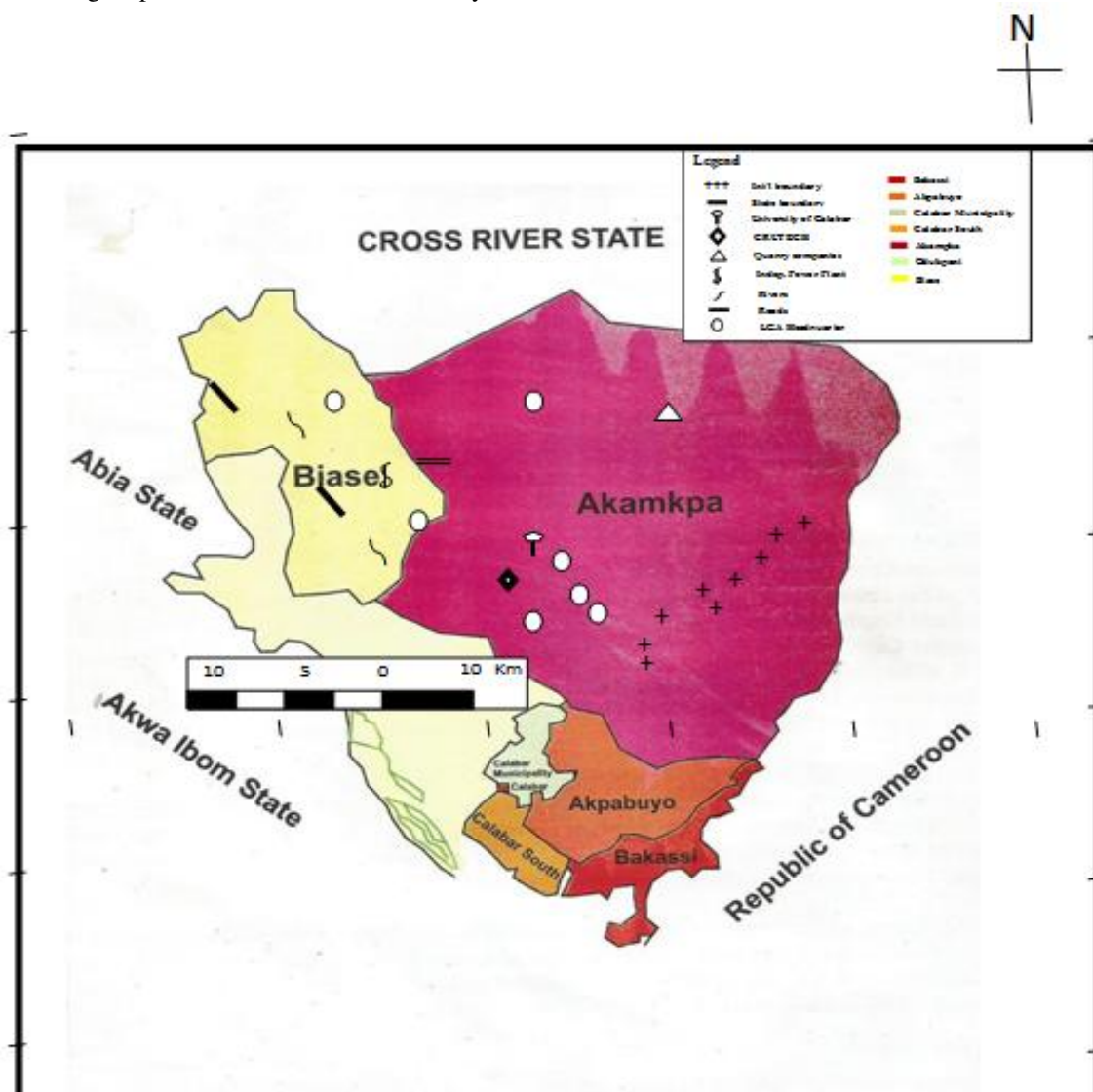
The research design used for this study was the survey research design. Survey research design involves the collection of data to accurately and objectively describe existing phenomena, however, studies that makes use of this approach are employed to obtain a picture of the present condition of a particular phenomenon (Isangedighi, 2004), the survey research is considered appropriate for this study because it allows the researcher to make inferences about the population by studying the sample.

The study area is southern senatorial district which is a political creation that has existed in Cross River State Nigeria for decades. The district comprises seven local government areas otherwise referred to as greater Calabar; namely Akamkpa, Akpabuyo, Biase, Bakassi Calabar municipality, Calabar South and Odukpani all the LGAs are

electrified but study is limited to the local government headquarters already listed. The district has three Federal constituencies and 200 council wards (Ogban-Iyam (2014). Also, According to Effa-Atoe (2014), in the colonial era, Calabar was the capital of the oil River Protectorate, in 1891 and became the capital of the Niger state protectorate in 1893. It went further to become the capital of southern protectorate of Nigeria in 1900 before the Nigeria capital was move to Lagos. In 1959 the defunct Eastern Nigeria government grouped this district together into old Calabar and Enyong Division. According to National population Commission (2006), southern senatorial district, has a population of 1,189,801 approximately 1.2million people which is 41.13 percent of the population of the entire Cross River State. Bassey (2014), stated that it has an area of 4,444 square kilometer, located on latitude 4, 32;and 5,53 North and longitude 7;25 and 8;25 East. The district has tropical climate marked by two distinct seasons; the dry season (November-March) and the wet season (April- October). The main annual rainfall is 2,2000mm in the north of the district. Sunshine is between 14,000 to 15000hours per year.

Edem (2014), added that the district had established cultural affinities, this is seen in their language and dialects, music and dancing steps, musical instruments and rhythm,

dress codes and the food, also in names, history, religious, marriages, burial ceremony and finally the Ekpe cultural masquerade which is ubiquitous in the cultural domain. Duke (2006), posit that the district comprises several related sub- ethnic groups. These groups include Ekoi, Ejagam, Quas and the Efiks. They share different ancestry and are reputed for hospitality, tourism, crude oil and solid minerals. Historians say that the various ethnic groups in the zone finally settle in their present abode in 12,000AD (Nyon1997). Most people live in rural communities, although in recent years, modern towns have emerged such as in Calabar municipality and Calabar South other Local Government Area others are still in their rural setting. Farming and fishing is the traditional occupation of the people with many others engaged in trading, arts and craft. The people of these seven Local Government Areas had lived and traded together. There are numbers of medium scale industries in the district other than micro enterprises as shown in figure 3. These include, among others, United Cement Company Limited, Premier Export Processing Zone, Limestone Quarries and Niger Mills Company Limited, The district also plays host to the Federal University, The University of Calabar, and other higher institutions (Effah-Attoe 2014).



Sources: Greater Calabar Forum, 2014.
 FIG 3: Ethnographic map of southern senatorial District

A. *Population of study*

The population of the study comprised the forty (40) field staff of Tourism Department of Cross River State spread across the three tourism sites of Marina Slave Museum in Calabar Municipality, Kwa fall in Akamkpa Local Government Area, Agwagune Cave in Biase Local Government Area,

Sampling procedure

The entire population was studied as such no other sampling techniques was involved.

B. *The Sample Size*

The sample for this study is made up of 40 respondents comprising male and female staff of Tourism Department. Data for this study was obtained from both primary and secondary sources, the primary sources consisted of all the firsthand information obtained from respondents in the process of fieldwork. In this study, the questionnaire constituted the major sources of primary data. The secondary sources of data consist of review of the works of other scholars, including journal publication, text from the library and the internet information, this provided information to the major variable of the study.

Instrument of data collection

The major instrument for data collection was structured 20 items questionnaire. The questionnaire contains two sections A and B. Section A is demographic variable of respondents while Section B contain opinion of respondents using the four (4) point Likert scale rating: Strongly Agree (SA), Agree (A), Strongly Disagree (SD) and Disagree (D) while helps to evaluate the sub-variables through three subscales from the independent variable. Respondents were given the freedom to tick an option that best suit their opinion without interference with the structured questionnaire based on the variables developed under the objectives.

C. *Administration of Research Instrument*

The instrument (questionnaire) that was designed by the researcher with the approval of the supervisor was administered to male and female staff of the department. The respondents were informed of the exercise and the essence of giving objective responses to the items.

D. *Method of Data Analysis*

The researcher adopted the statistical method which involves collection, organization and presentation of data for analysis. The chi-square statistical tool was employed in the analyzing of data.

The use of percentage (%) was employed to analyze the demographic data while chi-square (χ^2) was used to test the hypothesis formulated for the study.

Formula for calculating the chi-square is given as;

$$\text{Chi-square} = \chi^2 = \sum \frac{(O-E)^2}{E}$$

Where O = Observed frequency

= The sum of

E = the expected frequency

Formula for calculating percentage is given us simple percentage (%) = $\frac{1}{x} \times 100$

E. *Data presentation.*

The main focus of this chapter is to present the result of the data analyzed, interpret the results and discuss the findings. The result of the analysis was examined with respect to the corresponding hypothesis. The study was carried out to examine the relationship between tourism sites and good roads network in southern senatorial district of cross river state, Nigeria. For the analysis, chi-square (χ^2) analytical technique was used; and the hypothesis was tested at 0.05 level of significance. The instrument was administered to the 40 respondents all the 20 questionnaire were successfully retrieved.

Table 4.1.1 shows the result of data analysis based on the responses from the questions contained in the questionnaire. The table showed that 30 respondents are males representing 75% and 10 respondents representing 15% are female. Field staffs between age 20-25years were 5 representing 12.5%. Age 26 – 30years were 15 representing 37.5%. Age 31-above were 20 representing 50%. Level of education came next with 15 respondent being holders of SSCE, representing 15%, respondents who are holders of B.Sc were 35 or (87.5%). Religion has 25 respondents representing 62.5% as Christians, 2 were Islam representing 0.0005%. African tradition religion has 13 or 32.5% respondents. Rank; senior staff were 25 or 62.5% and the junior staff were 15 or 37.5

TABLE 4.1 Demographic indices of respondents (one) showing; Sex, Age, Education, Religion, Rank

Variable	No of respondents	Percentages
1. Sex: Male	30	75
Female	10	25
Total	40	100
2. Age: 20-25 years	5	12.5
26-30 years	15	37.5
31- above	20	50
Total	40	100
3. Level of Education: SSCE	15	37
B.Sc	35	87.5
Total	40	100
4. Religion: Christianity	25	62.5
Islam	2	0.0005
African Tradition Rel.	13	32.5
Total	40	100
5. Rank: Senior staff	25	62.5
Junior staff	15	37.5
Total	40	100

SOURCE: Field study 2018

Table 4.2:2 Respondent's responses on good roads

S/N	QUESTIONNAIRE ITEMS	SA	A	TOTAL L	%	SD	D	TOTAL	%
6	Road leading to the cave in Biase is not motor able.	30	4	34	85	3	3	6	15
7	Road leading to kwa fall need rehabilitation.	20	10	30	75	4	6	10	25
8	Road leading to marina slave park does not need maintenance.	5	2	7	17.5	3	30	33	82.5
9	Road from Calabar through Akamkpa to Biase is in a state of dilapidation.	15	13	26	70	4	10	14	35
10	Adjoining roads to Calabar /Ikom from other states of Nigeria do not need regular maintenance.	1	4	5	12.5	5	30	35	87.5

Source: field data 2018.

Table 4.2.2 Respondent's Responses on Good roads, item 6 shows respondents opinion on lack of motorable to the cave in Biase, 34 respondent were positive representing 85% other respondents who are negative were 6 representing 15%. In item 7, respondents were positive to the fact that road to Kwa fall need rehabilitation this group were 30 or 75% only 10 respondents were negative representing 25% respondents who strongly agree and agree to the fact that road leading to Marina

Slave park does not need maintenance were 7 or 17.5%. Those whose opinion favour maintenance of road were more 33 or 82.5%. data in item 9 shows that 26 respondents representing 70% were positive to the fact that Calabar through Akamkpa to Biase is in a state of dilapidation only 14 or 35% differ in that opinion. Data in item 10 indicate that 5 respondents representing 12.5% express their views that adjoining roads to Calabar/Ikom from other states of Nigeria do not need regular maintenance. Those who disagree and strongly disagree were, this is indicated by the number of response 35 or 87.5%.

Table 4.3. Test of hypothesis one: From item 6 of table 4.2.2

Responses	Number of respondents	Percentage
Strongly agree	30	75
Agree	4	10
Strongly disagree	3	7.5
Disagree	3	7.5
Total	40	100%

Computation of calculate 7 for the hypothesis one from 4.2.2 we have

$$Chi - square = x^2 = \sum \frac{(O - E)^2}{E}$$

$$40(30-05)/0.5 = 2.4$$

Hi: good roads have influence on tourism site development in southern senatorial district of cross river state. Extracted from table 4.2.2 and summarized into contingency table 4.3 the data were then subjected to statistical analysis using Chi-square statistical technique to confirm the stated hypothesis. The result of the analysis was as presented the calculated chi-square (x^2) value of 2.4 when tested at 0.5 level of significance with 3 degree of freedom (df) is greater than the table value of 0.5, therefore the null hypotheses is rejected and the alternate hypothesis is accepted indicating that good roads are needed at the tourism sites.

F. Discussion of findings on tourist sites and good roads in southern senatorial district of cross river state.

Findings from the study indicate that there is no tourism site that functions effectively without good roads. Also the safety of tourist is a credit to the government and the locality in which the tourist facility is located. This study shows that there is a strong relationship between good road network and tourist site development. Nigerian roads must be safe for tourism to thrive. This trend needs to be considered in planning for tourism sites development. The publicity, negative or positive influences the development of tourism industries generally. Although the focus of this study is on good road network and its effects on tourist sites development, the major variable tested was good roads. From the statistical analysis shows that there are no good roads in some of the tourism sites, the existing roads need rehabilitation if the tourism industry must thrive. This finding agrees with the assertion of. Dernoï, (2016) which posit that

good road has much impact on tourism site development and that for tourism to thrive in southern senatorial district of cross river state government must follow the international standard in proper planning and adhering to the techniques needed at each stage to build upon in other to achieve their set goal in the establishing of sustainable tourism industry in the state. Hence avoiding the deplorable state of infrastructures and lack of sustainability on the part of the government on projects their predecessors had put in place during their era in governance.

In an interview session with one of the tourist sites attendant on his view of the tourist sites facilities, Mr ogar asserted that the materials used in the construction of the road leading to the tourist facility was not a good one and that allowing heavy duty truck users to fly the road consistently to drop off materials at construction sites was a major reason why the road was in a deplorable state.

In another session with a gardener at the tourist facility on the deplorable state of the road, Mrs Argan observed that the reason why the road posed a major constraint to tourist was because during raining season inhabitants of the host community gather around the road to tip sand which automatically leaves the road in a deplorable state. Based on these findings, few recommendations were be taken into consideration.

IV. SUMMARY, RECOMMENDATION AND CONCLUSION

The thrust of this study was to investigate tourism sites and good road network in southern senatorial district of Cross River State. The owners of tourism business is the state

government, private sectors most often provide other social amenities. Therefore the very essence of tourism is defeated when there are no good roads to access the sites. The hypothesis tested shows that there are no good roads to some tourism sites studied, other sites need rehabilitation of roads.

A. Recommendations.

Based on the findings it was recommended that:

- Government should pay more attention to the roads that connects to the tourist sites.
- Adequate budgeting should be considered to enable availability of funds for rehabilitation of tourist sites facilities.
- Adequate measures must be put in place to restricts heavy trucks from accessing the road leading to the tourism sites facility; hence government should create new roads for other users in the same locality to avoid over usage of the facility road.
- Government should adopt quality assurance control over the purchase of the materials used in their road constructions to avoid incessant spending of resources over a particular project over time.
- Government should ensure they engaged professional staff or train their staff in the job for effective job performance.

V. CONCLUSION.

From the findings of the study, it is clear that good roads is the panacea for tourism sites development, as such the study concludes that every road leading to tourist sites should be well attended to, this will guaranty that the tourist investment is not a wasted effort on the part of the government and the private investors

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