
**ROAD TRANSPORT AND DEVELOPMENT OF TOURISM IN UGANDA.
(A CASE STUDY OF QUEEN ELIZABETH NATIONAL PARK, KASESE)**

Nannono Rose¹, Asiimwe Isaac Kazaara²

Metropolitan International University

ABSTRACT

The main objective of this study is to assess the significance of road transport to the development of the tourism sector in Uganda focusing on the case of Queen Elizabeth National Park. The study further has three objectives three specific objectives which were; To establish the relationship between road transport investment and the tourism development in Queen Elizabeth National Park; To examine the nature of roads in the areas of Queen Elizabeth National Park and To find out the effect of road transport on tourism development in Queen Elizabeth national Park. This study employed secondary that was collected from the Ministry of Works, Uganda wildlife Authority and Transport together with the Uganda Bureau of Statistics (UBOS). This data was covering a period of October to December 2021. From the findings, keeping other factors constant, a one percent increase in road infrastructure on average led to 0.629 increase in tourism development. This was statistically significant since the P-value (0.00) was less than the level of significance and therefore we rejected the null hypothesis and concluded that there was a linear relationship between the two. The t-value of Road infrastructure decreases was 10.688, which was greater than 1.96. From the findings, the study recommends for increased construction and regular maintenance of the unpaved roads. This has an advantage in way that the paved roads have a long-life span compared to the unpaved roads.

Key words: road transport, development and tourism

Background of the study

Queen Elizabeth National Park is located in Kasese District which lies right on the equator with various tourist attractions of over 95 species of mammals and 600 birds that attract tourists from various destinations around the world with the main form of access being the Mbarara-Kasese road according to the official Uganda Wildlife Authority website (Ivan & Kazaara, 2023). In recent decades, road transport has been proposed by various researchers as a major contributor to the development of national tourism for remote tourist destinations, as it is the primary means of transport to access various tourist destinations such as the Queen Elizabeth National Park in Kasese District. and other industries that are also closely related to tourism, such as agriculture (Nicholas et al., 2023). On the one hand, a well-developed road transport network is an important prerequisite for maintaining the rapid growth of the national economy, which has a "pull effect" on the development of national tourism. On the other hand, the rapid development of local tourism requires a developed transport industry as infrastructure. Thus, the development of tourism has a "push effect" on the mode of road transport (Christopher & Micheal, 2022). For this reason, I was motivated to conduct a study on the relationship between the road transport industry and tourism development in Uganda, which is also the focus of local and foreign scholars in the field. Many foreign scholars have conducted theoretical and empirical analyzes on this topic. Some domestic researchers have also analyzed the

Received: 18.11.2023

Accepted: 22.11.2023

Published on: 30.11.2023

relationship between road transport development and tourism growth, such as Nagoya, which conducted its studies in 2017 (Christopher & Felex, 2022). In his "analysis and presentation", he pointed out that the growth of local tourism is directly dependent on the development and quality of the road transport network in the economy. He also emphasized that a well-developed road transport infrastructure is meaningful for national or regional tourism, especially for easy accessibility, and therefore there is a need to carry out further studies on the contribution of road transport to the development of tourism in the Czech Republic. . economics (Christopher & Felex, 2022). In addition, using the gray dynamic model and traffic elasticity coefficient, they designed a similar study in Uganda to analyze the adaptation of road transport and tourism development in Uganda, which requires advanced studies and relevant policy proposals.

Problem statement

Despite the fact that Queen Elizabeth is home to a million species of wildlife and a repository for various tourism activities such as game viewing, game drives, lion tree climbing, chimpanzee viewing, boating, forest walks and more (Ashiraf et al., 2023) tourist inflow rates to the destinations remained low due to the nature and number of roads that surround the entire area (Ashiraf et al., 2023). The aim of this research is therefore to determine the validity of this statement and to determine the relationship between road transport and tourism development in the areas of the Queen Elizabeth National Park.

Specific Objectives

- To establish the relationship between road transport and the tourism development in Queen Elizabeth national park.
- To examine the nature of roads in the areas of Queen Elizabeth National Park.
- To find out the effect of road transport on tourism development in the areas of Queen Elizabeth national Park.

Methodology

This study was carried out using both quantitative and qualitative research methods to provide detailed knowledge in the course of assessing the contribution of road transport towards the development of tourism in Queen Elizabeth National Park. This study was done using a cross sectional survey approach where the quantitative approach was used to quantify incidences in order to examine current conditions and to assess the significance of road transport on tourism development in the areas of Queen Elizabeth National Park using information gained from the questionnaires. The qualitative approach was used to explain the events and describe findings using interviews and documentary analysis. The study was conducted in Queen Elizabeth National Park which is located in the Western Region of Uganda spanning the districts of Kasese, Kamwenge, Rubirizi, and Rukungiri. The park is approximately 100 kilometers by road south-west of Kampala, Uganda's capital and largest city. The town of Kasese is located outside the northeastern edge of the park, while the town of Rubirizi is just outside the park's southeastern boundaries. The park includes the Maramagambo forest and borders the Kigezi Game Reserve, Kyambura Game Reserve, Kibale National Park in Uganda, and Virunga National Park which is located in the Democratic Republic

Received: 18.11.2023**Accepted: 22.11.2023****Published on: 30.11.2023**

of the Congo. The study was conducted in the various government responsible bodies and stakeholders such as Game rangers, Uganda Wildlife Authority (UWA), Uganda National Road Authority (UNRA), Uganda Bureau of Statistics (UBOS), Social Developers, Non-Governmental Organizations, Economic Developers., Elected Politicians, Local authorities and Members of the Public. Data was collected from a representative sample that was selected from the study population. An estimate of sixty-five respondents was selected using sloven's formula.

$$n = \frac{N}{1 + Na^2}$$

Where: n =the sample size

N=total population of respondents, that is 100

a = thelevelofsignifcance, thatis 0.05

$$n = \frac{N}{1 + Na^2}$$

$$n = \frac{100}{1 + 100(0.05)^2}$$

$$N = 80$$

$$n = \frac{100}{1 + 100 * 0.0025}$$

$$n = \frac{100}{1.25}$$

$$n = 80$$

The researcher used a well-structured questionnaire which was contained both closed ended and open-ended questions to collect the information or data from many respondents within the projected research time frame projected time. The open-ended questions were given the respondent options of expressing the views guided by the researcher's interest using preset questions while close ended questions restricted the respondent to choose what he thinks is the best alternative answer among the various options that was provided in the questionnaires. To assess the contribution of road transport to the development of tourism in Uganda, a multiple linear regression was used to estimate the relationship between road transport investment and the development of tourism industry in Uganda with emphasis on Queen Elizabeth National Park.

Further analysis of qualitative data that was generated through the questionnaires was analyzed during and after collection manually to generate mean, ratio and percentages according to the categories using SPSS & STATA (Nelson et al., 2022).

RESULTS

The Effects of Investment in Roads Infrastructure On tourism development in Uganda

Received: 18.11.2023

Accepted: 22.11.2023

Published on: 30.11.2023

Table 1 showing relationship between investment in road infrastructure and tourism development in Uganda 2000/2018.

	IRI	GDP
IRI	1	0.852059 0.00
GDP	0.852059 0.00	1

The correlation coefficient (0.852059) implies a strong positive relationship between investment in road infrastructure and tourism development in Uganda as portrayed by the GDP. This is statistically significant at 95% confidence interval since the P-value (0.00) is less than 0.05 (Mark et al., 2023).

The Relationship between Coverage of Paved Roads and tourism development in Uganda

This was also obtained using correlation coefficient as shown below;

Table 2 showing relationship between coverage of paved roads and tourism development.

	CPR	GDP
CPR	1	0.675 0.032
GDP	0.675 0.032	1

KEY GDP- Growth Domestic Product, CPR-Coverage of Paved Roads

The correlation coefficient (0.675) implies a strong positive relationship between Coverage of Paved Roads and tourism development in Uganda as portrayed by the GDP. This is statistically significant at 95% confidence interval since the P-value (0.032) is less than 0.05 as portrayed by the GDP (Frank et al., 2023).

The impact of Coverage of Un paved roads on Economic growth in Uganda.

Also, correlation coefficient was used and the results are shown below;

Table 3 Showing relationship between coverage of Un paved roads and Economic growth in Uganda.

	CUPR	GDP
CUPR	1	0.925423 0.021

Received: 18.11.2023

Accepted: 22.11.2023

Published on: 30.11.2023

GDP	0.925423	1
	0.021	

The correlation coefficient (0.675) implies a strong positive relationship between coverage of Un paved roads and Economic growth in Uganda as portrayed by the GDP. This is statistically significant at 95% confidence interval since the P-value (0.021) is less than 0.05 as portrayed by the GDP (Lydia et al., 2023).

These results are consistent with both theoretical and empirical expectation. Government investment in road infrastructure and increase in coverage of both paved and un paved roads contribute directly and indirectly to tourism development. For instance, increase in the coverage of paved and un paved roads enables trade and investment through encouraging mobility of resources and end products to market places (Nelson & Christopher, 2022). Furthermore, investment in road infrastructure results into reduced road accidents there by resulting into low motility rates which leads to growth of human capital and as the result encouraging domestic production (Lucky et al., 2023).

Table 4: Model summary for Road infrastructure and tourism development

Model	R	R Square	Adjusted R Square	Std. Error of the Estimate
1	.612	.507	.503	.25421
a. Predictors: (Constant), Coupon discounts				

Source; Primary data, 2022

The R-squared value (.507) shows that 50.7% of the variations in road infrastructure were brought about other factors like tourism development. The R-squared value (.507) is greater than the adjusted R-squared (.503) because it imposes a harsher penalty on the model.

Table 5: Coefficients of Road infrastructure and tourism development

Model		Unstandardized Coefficients		Standardized Coefficients	t	Sig.
		B	Std. Error	Beta		
1	(Constant)	1.562	.219		7.130	.000
	Road infrastructure	.629	.059	.712	10.688	.000
a. Dependent Variable: tourism development						

Source; Primary Data, 2022

Table 5 above includes T-values and Beta. Keeping other factors constant, a one percent increase in road infrastructure would on average lead to 0.629 increase in tourism development. This is statistically significant since

Received: 18.11.2023

Accepted: 22.11.2023

Published on: 30.11.2023

the P-value (0.00) is less than the level of significance and therefore we reject the null hypothesis and conclude that there is a linear relationship between the two. The t-value of Road infrastructure decreases is 10.688, which is greater than 1.96 (Nelson et al., 2023). This implies that Road infrastructure have an impact on tourism development. Consideration is given to a substantial constituent (Sig = 0.000).

Conclusion

This study focused on the effect of government expenditure on road infrastructure (both paved and unpaved) would have on tourism of the country. It was established that in the long run a percentage increase in both paved and unpaved road had effects on tourism development.

Shim run analysis too established a positive effect from road infrastructure to tourism development. This helped to test the hypothesis which confirmed that government expenditure on road infrastructure would accelerate the growth of tourism and this is strengthened by the positive causal relationship. It is however, imprint to note that the study only concentrated on district roads and left out national roads due to the difficulty in obtaining data. Road transport remains the major mode facilitating movement of goods and people across the country to accelerate tourism and business activities given the fact that Uganda is land locked.

Similarly important to note is that the other capital stock variable has a very high significant value to GDP

Recommendations

From the findings, the study recommends for increased construction and regular maintenance of the unpaved roads. This has an advantage in way that the paved roads have a long-life span compared to the unpaved roads. It was also help in providing increased access of game parks areas consequently stimulating the tourism sector and also was increase the country's foreign exchange especially in the East African region it being the Pearl of Africa with great biodiversity through the reduced transport costs brought about by increased access across borders.

References

- Ashiraf, K., Abubakar, M., Kazaara, A. G., Christopher, F., & Ismail, L. (2023). *Online Water Transport Registration System a Case Study of Kasenyi Fish Landing Site*. 7(3), 84–91.
- Christopher, F., & Felex, N. (2022). *Eco-Tourism and Economic Development of People Surrounding Bwindi Impenetrable National Park in Kanungu District*. 6(6), 93–96.
- Christopher, F., & Micheal, M. (2022). *The Role of Tourism on Poverty Reduction of People: A Case Study of Magambo Sub County in Rubirizi District*. 6(5), 23–29.
- Frank, M., Nelson, K., Kazaara, A. G., Deus, T., Christopher, F., & Catherine, M. (2023). *The Macroeconomic Determinants of Economic Growth in Uganda a Case Study Of Wakiso Distict*. 7(2), 147–159.
- Ivan, N., & Kazaara, A. G. (2023). *The Transport Network System And The Development Of The Tourism Sector A Case Study Of Isingiro District*. 7(3), 327–334.

- Lucky, A., Nelson, K., Kazaara, A. G., Christopher, F., Moses, N., Deus, T., Ismail, L., & Catherine, M. (2023). *Production of Painting to Sentize the Public on the Dangers of High Population Growth in Public Health Sector Gulu District (A Case Study Paicho Sub County)*. 7(2), 127–135.
- Lydia, N., Kazaara, A. G., Kazaara, A. I., Brenda, T., & Bafaki, G. (2023). *Promotion of Small-Scale Industries and Development of Business. A Case Study; Masafu Subcounty (Busia)*. 7(3), 240–245.
- Mark, N., Kazaara, A. G., Deus, T., Nelson, K., Catherine, M., Christopher, F., Benefansi, I., & Brighton, B. (2023). *Analysis of Students' Enrollment and Graduation Rates in Gulu University in Uganda. A Case Study of Gulu University*. 7(2), 1–9.
- Nelson, K., & Christopher, F. (2022). *Determinants of Youth Unemployment in Uganda a Case Study of Kampala District*. 6(6), 34–44.
- Nelson, K., Christopher, F., & Milton, N. (2022). *Teach Yourself Spss and Stata*. 6(7), 84–122.
- Nelson, K., Kazaara, A. G., & Kazaara, A. I. (2023). *Teach Yourself E-Views*. 7(3), 124–145.
- Nicholas, K., Nelson, K., Kazaara, A. G., Deus, T., & Moses, N. (2023). *Examining the Influence of Climatic Change Patterns on Tourism Activities in Uganda. A Case Study of Bududa District*. 7(2), 72–79.