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**ROADS INVESTMENT AND ECONOMIC GROWTH:  
SIMILARITY OR DIVERGENCE BETWEEN DEVELOPED AND  
DEVELOPING COUNTRIES**

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**A thesis presented in partial fulfilment of the requirements  
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## Abstract

This research investigates how arguments for economic growth are perceived and advanced to promote road investment. In particular, it addresses the question of whether there is similarity or divergence between developed and developing countries given their different growth trajectories. In literature, the relationship between building roads and achieving economic growth is heavily reliant on quantitative tools while ignoring the socio-economic and political contextual details of developed and developing countries. Using the Aristotelian concept of *phronēsis*, the research undertakes a comparative case study involving New Zealand and Pakistan. *Phronēsis* is an intellectual virtue capable of incorporating practical problems and contextual issues in everyday life. The concept was operationalized for this thesis by devolving it into three main questions in which the roads policy direction, the associated processes and discursive pragmatism was explored. Detailed analysis of two major roading infrastructure projects, MacKays to Peka Peka (M2PP) in the Wellington region of New Zealand and a Ring Road in Lahore, Pakistan, shows that roads investment is promoted on the basis of national visions and policies without robust evidence of how economic growth will be achieved. The findings indicate that the national visions, related to case study projects, are not based on robust analyses and research but rather on strategic needs that advance the agenda of the powerful. The research found that the discourse of economic growth in each project was based on similar arguments about travel time saving, efficiency and employment growth regardless of public consultations. The research concludes that 'economic growth' is a niche created, advanced, and interpreted by power to achieve its strategic objectives in road development without contextual differences being considered in developed and developing countries.

# Dedication

To my loving father Yaseen Chohan (late).

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## Abbreviations

ACF	Advocacy Coalition Framework
ADP	Annual Development Programme
AMP	Asset Management Plan
ANT	Actor-Network Theory
AP	Assistant Professor
BCR	Benefit-Cost Ratio
BGA	Business Growth Agenda
BIM	Briefing to Incoming Minister
BOI	Board of Inquiry
BOT	Build, Operate, Transfer
BRT	Bus Rapid Transit
C&C	Command and Control
C&W	Communications and Works
CBA	Cost-Benefits Analysis
CBD	Central Business District
CE	Chief Engineer
CEO	Chief Executive Officer
CGE	Computable General Equilibrium
CM	Chief Minister
CMS	Critical Management Studies
CNZ	Connecting New Zealand
CPEC	China-Pakistan Economic Corridor
CRP	City and Regional Planning
CSTSL	Comprehensive Study on Transportation System of Lahore
DD	Deputy Director
DETR	Department of the Environment, Transport and the Regions
DHA	Defence Housing Authority
DIDR	Development-induced Displacement and Resettlement
EAD	Economic Affairs Division
EEM	Economic Evaluation Manual
EIA	Environmental Impact Assessment
EIC	Evidence-in-Chief
EIRR	Economic Internal Rate of Return
EPA	Environmental Protection Authority
EPD	Environment Protection Department
ESP	Economic Survey of Pakistan
FEF	Framework for Economic Growth
FWO	Frontier Works Organisation
GHG	Green House Gases
GM	General Manager
GOPB	Government of the Punjab
GPS	Government Policy Statement on Land Transport
GWRC	Greater Wellington Regional Council
HDI	Human Development Index
HEC	Higher Education Commission
H+T	Housing and Transportation
IBP	Incentive-based policies
IMPL	Integrated Master Plan for Lahore
IPENZ	Institution of Professional Engineers New Zealand
IRS	Investment and Revenue Strategy
ISDP	Integrated Strategic Development Plan (for Lahore Region)
ITP	Integrated Transport Planning
ITS	Intelligent Transport Systems
JHB	Jobs-housing balance
JHI	Jobs-housing imbalance
JICA	Japan International Cooperation Agency

## Abbreviations

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JV	Joint Venture
KCDC	Kapiti Coast District Council
LCCI	Lahore Chamber of Commerce and Industry
LDA	Lahore Development Authority
LGA	Local Government Act
LRN	Low Risk Notification
LRRRA	Lahore Ring Road Authority
LRR-NL	Lahore Ring Road – Northern Loop
LRR	Lahore Ring Road
LRR-SL	Lahore Ring Road – Southern Loop
LTDP	Long Term District Plan
LTMA	Land Transport Management Act
LUTMP	Lahore Urban Transport Master Plan
M2PP	MacKays to Peka Peka
M&A	Merger and Acquisition
MOT	Ministry of Transport
MP	Member of Parliament
MPA	Member of Provincial Assembly
MSSM	Making Social Science Matter
MTDF	Medium Term Development Framework
NDP	National Development Programme
NEC	National Economic Council
NESPAK	National Engineering Service Pakistan
NIP	National Infrastructure Plan
NLC	National Logistic Cell
NLTP	National Land Transport Plan
NOC	No Objection Certificate
NPV	Net Present Value
NTRC	National Transport Research Centre
NZCID	New Zealand Council for Infrastructure Development
NZEECS	New Zealand Energy, Efficiency and Conservation Strategy
NZG	New Zealand Government
NZRTF or RTF	New Zealand Road Transport Forum
NZTA	New Zealand Transport Agency
NZTS	New Zealand Transport Strategy
ONRC	One Network Road Classification
PAC	Public Accounts Committee
P&D	Planning and Development
PADT	Path Dependence Theory
PDWP	Provincial Development Working Party
PGS	Punjab Growth Strategy
PIAF	Pakistan Industrial and Traders Association
PML (N)	Pakistan Muslim League (Nawaz)
PML (Q)	Pakistan Muslim League (Quaid-e-Azam)
PMU	Project Management Unit
PODT	Power Dependence Theory
PPP	Pakistan People’s Party
PPP	Public-Private Partnership
PPR	Phronetic Planning Research
PSC	Project Steering Committee
PSDP	Public Sector Development Programme
PSS	Phronetic Social Science
PTI	Pakistan Movement for Justice Party (Pakistan Tahreek-e-Insaaf)
PTOM	Public Transport Operating Model
PTPS	Pakistan Transport Plan Study
PV	Present Value
QE	Queen Elizabeth
RDT	Resource Dependence Theory
RGNDI	Real Gross National Disposable Income
RLTP	Regional Land Transport Plan

## Abbreviations

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RLTS	Regional Land Transport Strategy
RMA	Resource Management Act
RONs	Roads of National Significance
RPC	Richard Paling Consulting
RPS	Regional Policy Statement
RPTP	Regional Public Transport Plan
RTC	Regional Transport Committee
RTF	Road Transport Forum
SACTRA	Standing Advisory Committee on Trunk Road Appraisal
SAHA	Saha International (Infrastructure Advisors)
SCMP	Stakeholder and Communication Management Plan
SET	Social Exchange Theory
SH1	State Highway 1
SID	Similarity, Identity and Difference
SJS	Safer Journeys Strategy
SOI	Statement of Intent
TR	Transport Representative
UET	University of Engineering and Technology, Lahore
UGS	Urban Green Space
UNDP	United Nations Development Programme
UOS	Urban Open Space
VFM	Value for Money
VOC	Vehicle Operating Cost
VTT	Value of Travel Time
WEB	Wider Economic Benefit
WLR	Western Link Road
WNC	Wellington Northern Corridor
WRS	Wellington Regional Strategy

