

# Article

## Transport Infrastructure and Regional Development: A Survey of Literature on Wider Economic and Spatial Impacts

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**Abstract:** The main purpose of the paper is to provide an overview of methods used to research the relationship between transport infrastructure investments and regional development, with a focus on wider impacts both in the traditional economic context (wider economic impacts or WEIs) and—which is a methodological novelty proposed by this paper—in the spatial context (wider spatial impacts or WSIs). In terms of methodology, research may be conducted using the following methods: cost-benefit analysis (CBA) and multi-criteria analysis (MCA), accessibility and potential models, econometric production function estimates, regional modelling, trade and input-output (IO) modelling, Land Use-Transport Interaction (LUTI) or spatial computable general equilibrium (SCGE) models. In the European Union, approaches based on cost-benefit analysis (CBA), or possibly multi-criteria analysis (MCA), continue to prevail. Notwithstanding the availability of a wide range of methods for quantifying socio-economic impacts, the European Union recommends that wider economic impacts at the regional and national levels be assessed by means of qualitative approaches. This being the case, it is recommendable for the European Commission to take broad-ranging action towards ensuring that the effects of transport infrastructure investments are assessed by means of a broader range of approaches.

**Keywords:** CBA; MCA; potential accessibility; econometric estimations; input-output; general equilibrium models; transport infrastructure; European Union

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### 1. Introduction

Transport infrastructure investments can have a considerable but varied impact on regional development. Regional development and economic growth theories emphasise the role of transport links in generating income (balanced and unbalanced growth strategies) or in its interregional redistribution (polarisation theories and new economic geography theories) and identify infrastructure investments as a potential source of ‘crowding out’ private investments (classical theories) or as public expenditure necessary to stimulate economic growth (the Keynesian theory), thus enabling ‘externalities’ to be achieved (the new growth theory).

The complexity of relationships between infrastructure expansion and regional development and of the transmission of effects requires a separate overview of literary sources. The comprehensive overviews of studies that were produced at the time when research into these topics was ‘booming’, such as [1,2], do not provide an insight into the most recent research efforts/trends/methods, i.e., those from the last two decades. In addition, to the best of the authors’ knowledge, there are no new comprehensive literature surveys which encompass the broad range of methods that look into what is referred to as wider economic impacts (WEIs), which cannot be captured by conventional cost-benefit analysis (CBA). The exceptions include publications by Legaspi et al. [3] and Rothengatter [4], which, however, focus on approaches to measuring WEIs based on GDP

# Economic Impact Analysis A Uk Literature Survey And Bibliography Progress In Planning

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Corporatism, Participation and Planning James Simmie, Susan French, 1989

*Tourism* Y. Mansfeld, 1992 Paperback This monograph looks at the planning implications of a behavioural approach to the study of tourism One of the main problems in planning tourism facilities is that of predicting tourists expectations from these facilities and hence the potential of destinations to attract tourists Until recently studies aimed at detecting travel behaviour concentrated either on examining tourists destination choice behaviour or on the spatial patterns of tourist flows This study deals for the first time with the decision making and actual travel processes together in order to examine whether destination

choice is class differentiated spatial behaviour is class differentiated and causal relations exist between tourist s choice and actual travel behaviour A modified value stretch model is employed to investigate in a case study the destination choice and spatial behaviour of North West London Jewry Results show that tourists belong      *Policy and Politics* ,1989      **Town and Country Planning in the UK** Barry Cullingworth,Vincent Nadin,2003-09-02 Town and Country Planning in the UK has become the Bible of British planning In this new edition detailed consideration is given to the nature of planning and its historical evolution central and local government the EU and other agencies the framework of plans and other instruments development control land policy and planning gain environmental and countryside planning sustainable development waste and pollution heritage and transport planning urban policies and regeneration This twelfth edition has been completely revised and expanded to cover the whole of the UK The new edition explains more fully the planning policies and actions of the European Union and takes into account the implications of local government reorganization the plan led system and the growing interest in promoting sustainable development      *Town and Country Planning in the UK* J. B. Cullingworth,Vincent Nadin,2002 This thirteenth edition has been completely revised to take into account all the changes that have occurred in British planning including the policies introduced by the Labour government devolution innovations and the European Union      *Monthly Catalog of United States Government Publications* ,      **Energy Abstracts for Policy Analysis** ,1983      *Monthly Catalog of United States Government Publications, Cumulative Index* United States. Superintendent of Documents,1976      Global Warming and the Greenhouse Effect Jayne T. MacLean,1992

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