

Governance: transport and planning

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Current governance

- ❑ DCLG, Department for Transport
 - ❑ Government Regional Offices
 - ❑ Appointed bodies, eg
 - ❑ Highways Agency
 - ❑ ORR, (Network Rail)
 - ❑ Environment Agency, EH, CABE,
 - ❑ RDAs
 - ❑ Joint authorities, eg (met areas) PTAs
 - ❑ Local government, counties+districts
 - ❑ Partnerships (non-statutory)
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Resources

□ Whitehall grants

- 95% of all tax paid to Exchequer

□ Council tax

- 5% of all tax; 26% of LG revenue

□ Fares

- £2bn+ for TfL; otherwise raised by operators

□ *Business Rate Supplement*

□ Future 'disposable income:

- CT+Fares+Development of land/buildings
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Possible futures, especially post General Election

- ☐ Reform of Whitehall
 - ☐ 'Quango cull'
 - ☐ Reform to regional tier
 - ☐ City region expansion
 - ☐ Local government
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Whitehall after the general election

- CLG/DfT to stay as separate departments with the same name?
 - Environment, Transport & Regions?
 - Transport & Regions?
 - LG, Planning and Transport?
 - GORs to stay, except in London?
 - If no change of government, no change
 - If Conservative government, most GROs may increase importance as other regional bodies abolished
 - London: much pressure to abolish GOL
 - Still no Greater South East governance
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Appointed bodies

□ A 'quango cull' seems likely

- Highways Agency
 - to stay, but possible 'privatisation'
 - Environment Agency
 - to stay
 - English Heritage, CABE
 - to stay, but pressure for 'lighter touch'
 - Office of Rail Regulation
 - to stay, but possible new framework
 - Regional Development Agencies
 - abolition, unless pressure from within region
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City regions

- ❑ Miliband's original enthusiasm
 - ❑ Now, eventually, official policy
 - ❑ Conservatives in broad support
 - ❑ Integrated Transport Authorities as key element in city regional government?
 - ❑ Problem of strong political leadership
 - Especially compared to core cities
 - which might see 'mayoral' reforms
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Local government

- ❑ Limited capacity to raise/use new resources
 - ❑ But, local provide leadership, especially for planning, most highways, urban environment, nb TfL
 - ❑ Lobbyists, eg, HS2 routes
 - ❑ May gain new powers
 - To keep yield from CT and NNDR tax base rises
 - No regional planning
 - Referenda on CT rises etc
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Possible planning/transport governance changes

- Removal of regional planning powers
 - Local authorities to become more important in determining house-building totals, expansion etc
 - with local tax incentives
 - Emergence of 'city region' as possible governance unit
 - Multi-Area Agreements
 - Integrated Transport Authorities
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Conclusions

- ❑ Likelihood of period of government/institutional reform
 - ❑ Major reduction in public sector investment
 - ❑ Less regional, more city-regional and city government
 - ❑ LG possibly more powerful
 - ❑ Planning and transport policy-making will need to take this shift into account
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