

Department for Transport

Strategic Asset Management Plan

Executive Summary

DfT provides leadership of the transport sector which helps deliver economic growth whilst promoting environmental and safety improvements. DfT works with national, regional and local bodies and with private sector partners. We work with our agencies and partners to support the transport network that helps the UK's businesses and gets people and goods travelling around the country. We plan and invest in transport infrastructure to keep the UK on the move. DfT is a ministerial department, supported by 19 agencies and public bodies. Further information is available at:

— <https://www.gov.uk/government/organisations#department-for-transport>

Network Rail and the other companies which are sponsored by DfT (e.g. London & Continental Railways Ltd and High Speed Two Ltd) are not part of the Strategic Asset Management Plan (SAMP) but DfT has, nonetheless developed a property governance, assurance, recording and monitoring relationship at suitable levels where appropriate.

A successful element of the department's approach is the devolution to the Arms Length Bodies of estates matters. This means that property requirements are business led and has seen a substantial reduction in the property portfolio over time as well as reduced costs. Effective sponsorship of the ALB's is carried out which ensures estate use is examined through challenge and assurance.

The vast majority of the DfT Estate is now held by devolved Trading Funds or Limited Companies. This means that the Boards of these bodies have financial and business incentives to rationalise their property holdings. The success of this devolved, business driven approach can be seen by the significant reduction in the size and cost of the DfT Estate and its increased efficiency in terms of space utilisation. The willingness of DfT Bodies to adopt and embrace new technologies is likely to lead to further cost effectiveness.

DfT is fully engaged with the Cabinet Office on key pan-Governmental strategic initiatives such as Shared Services, Hubs (including One Whitehall), the 8m2 per FTE challenge, the Government Property Agency (GPA), One Public Estate, Land for Housing and other central initiatives.

The Property Group Operating Model (covering the majority of the Transport family) has a professional capability strand which is being developed to promote the appointment and training of professionally qualified staff (for example Members of the RICS). This is especially important in DfT (Central) where the majority of work is not Asset Management but professional advice

and assurance where property helps the delivery of departmental policy, such as HS2, Rail and Roads.

Information on the properties held by the Department is recorded on e-PIMS. In broad terms the estate is considered fit for purpose at present but future requirements are kept under regular review. One of the future changes that is expected to have an impact on the estate is digitalisation. This is expected to have three key impacts: (1) the reduction of the need for storage space in office accommodation; (2) the transfer of some administrative functions to customers (channel shift) such as the completion of application forms for (say) driving licences; and (3) the removal of some functions entirely owing to new technology (the driving tax disc is no longer needed on vehicles) which reduces the need for property space previously used for those functions. We have mentioned in our previous SAMP the removal of regional DVLA offices as an example of the impact. DfT expects this process to continue and will take advantage of it to achieve efficiencies.