

Report to: Finance Committee  
 Agenda item: 5  
 Date: 18 March 2014  
 Subject: Gross Budget  
 Sponsor: Interim Finance Director  
 For: Noting

The Forum  
 5th Floor North  
 74-80 Camden Street  
 London NW1 0EG

T: 020 7383 0259  
 F: 020 7383 2655  
 E: general.enquiries  
 @btpa.police.uk

[www.btpa.police.uk](http://www.btpa.police.uk)

## 1. Purpose of paper

- 1.1 To confirm to the Committee the gross budget for 2014/15 setting out the key budget areas.

## 2. Gross Budget

- 2.1 The table below sets out the gross budget for 2014/15.

2014/15 Gross budget			
	Reference	2013/14	2014/15
<i>Central Cost</i>		£000k	£000k
BTPA	2.2	1,870	1,919
<i>Overground Budget</i>			
Core Policing		202,092	205,259
EPSA	2.3	16,723	17,687
London Underground - Extra	2.4	4,218	4,294
Other (inc other grant costs)	2.5	7,377	5,425
<i>London Underground</i>			
Core policing	2.6	52,698	52,618
EPSA	2.7	1,201	821
Other	2.8	1,635	1,635
<b>Gross total</b>		<b>287,814</b>	<b>289,658</b>

- 2.2 The core policing budget plus the costs of BTPA is the total amount that has been charged out using the Matrix model (£207,178k).
- 2.3 The amount shown for EPSA represents all of those that have been loaded onto E-Fins. This is likely to increase as there are a number of EPSA that are currently with operators for comment and signature. Once these have been finalised this budget line will increase accordingly. The EPSA that are included in the above are:
- HS1
  - Arriva Trains Wales / Welsh Assembly / BTP
  - TFL - Mayor's 50 and LOROL
  - Network Rail - Emergency Intervention unit / West Coast Motorcycle tram
  - First Great Western
  - First Capital Connect
  - Centro

All of the EPSA recovery the total cost for servicing that contract, and if the operator does not have a core PSA with the Authority then an overhead charge is also added to the cost of the contract. This ensures that those operators who are charged for core policing do not subsidise the EPSA contracts. The annual EPSA funding statement will be submitted to the July Finance Committee where any new EPSAs that are currently not accounted here will be included.

- 2.4 The London underground - extra of £4,294k is part of the London Underground contribution to overhead costs.
- 2.5 The Overground Other - this is where other sources of income are accounted for. These include the Royal Train and funding from the NHS for work around suicide prevention. It also appears that some of the EPSA income is included here and this will need to be moved to the correct budget heading.
- 2.6 The core policing budget as funded by TfL for London Underground is as set out in the new TfL contract and has increased by 1.82% in 2014/15.
- 2.7 The EPSA's for London Underground again are those as set out in the 2014 TfL contract and is for the three emergency response units and the Emirate Cable Car EPSA. This amount

has fallen when compared to 2013/14, but this is due to the funding for medical response team being included as part of the core policing budget for London Underground.

2.8 This London Underground Other is made up of two elements. Firstly a historical Sliverlink recharge of £400k for when LOROL took over the concession. The second is the Criminal Justice Unit charges for London South and London North as the unit is funded via the London Underground budget but provides the service to the whole of BTP London.

### 3. **Recommendations**

Members are asked to note the paper.