



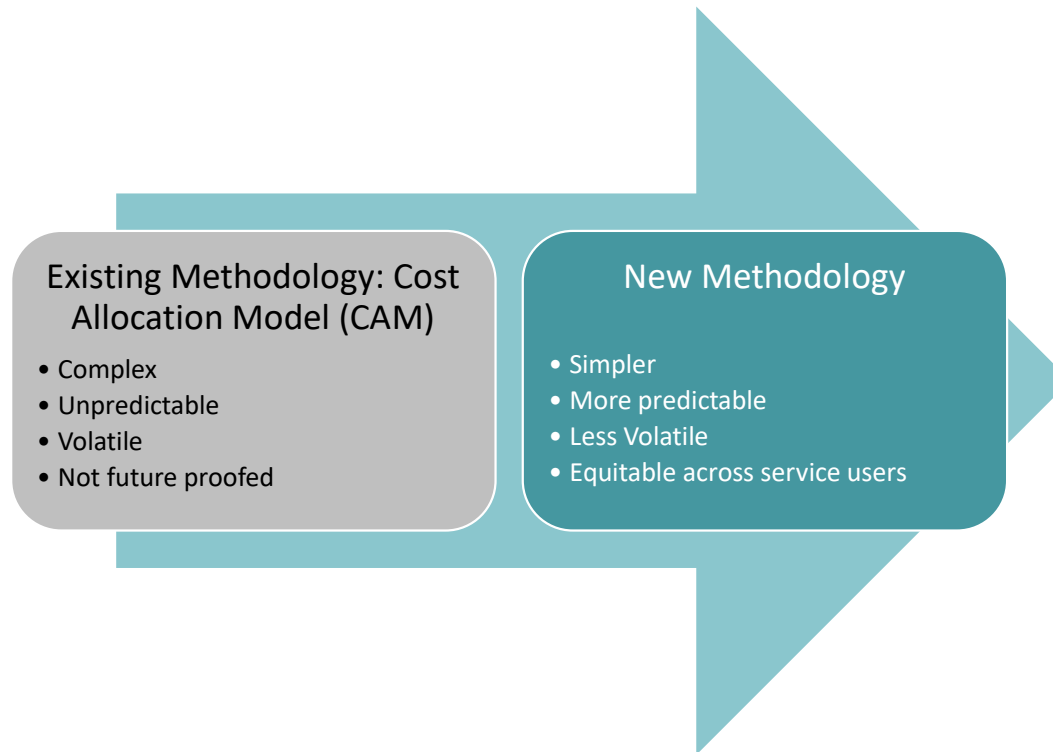
Cost Allocation Model Review – Geographical Split Development

Industry Briefing

9 & 15 July 2024

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Review of Charging Methodology

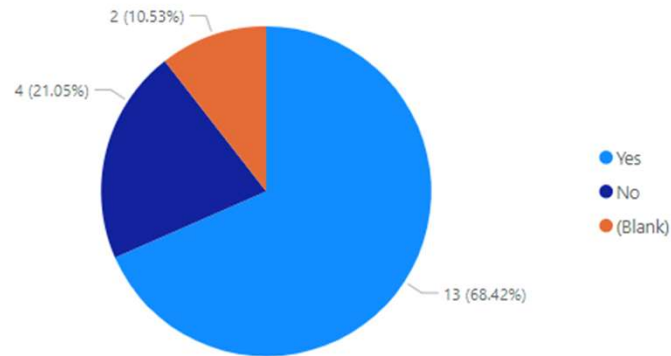


CAM - Consultation Feedback

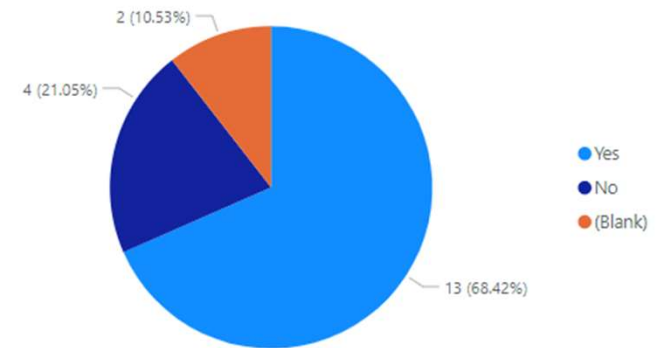


- Operator
- Caledonian S...
 - CrossRail
 - Croydon Tra...
 - DLR
 - DRS
 - EMR
 - GB Railfreight
 - Greater Anglia
 - Heathrow Ex...
 - LNER
 - London Sout...
 - Nexus
 - Northern
 - Scotrail
 - SPT
 - TfGM
 - TfL
 - Tfwrail
 - WMT

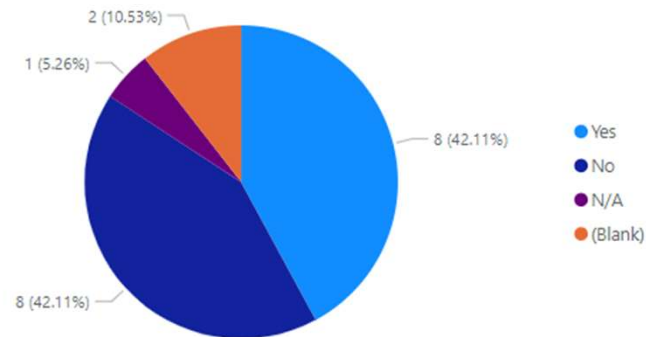
Support of Design Principles



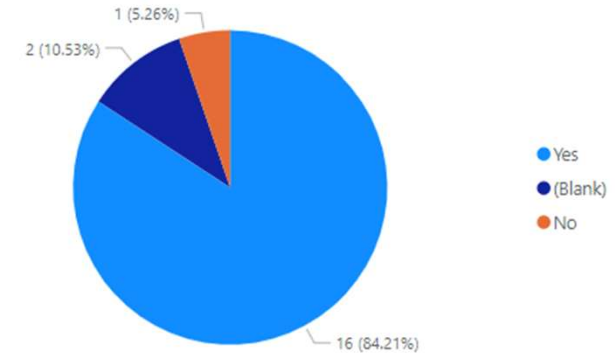
Understand how we reached our preferred option



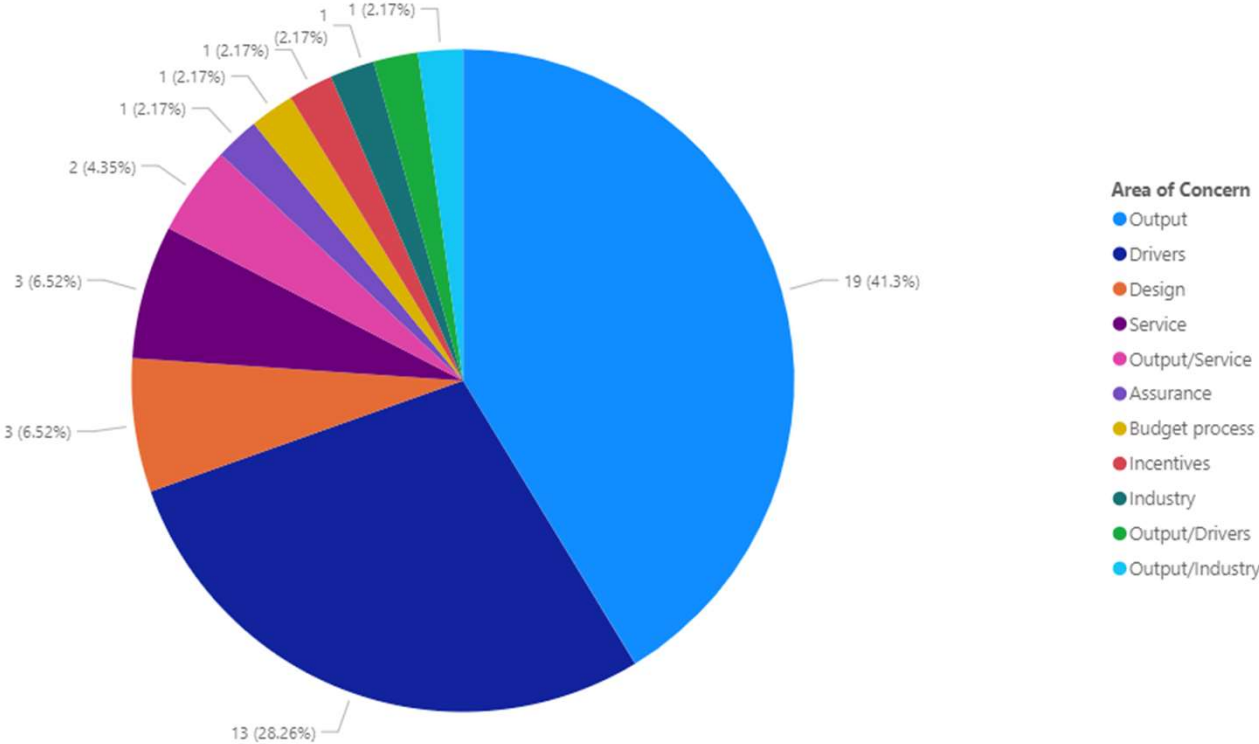
Supportive of Preferred Option



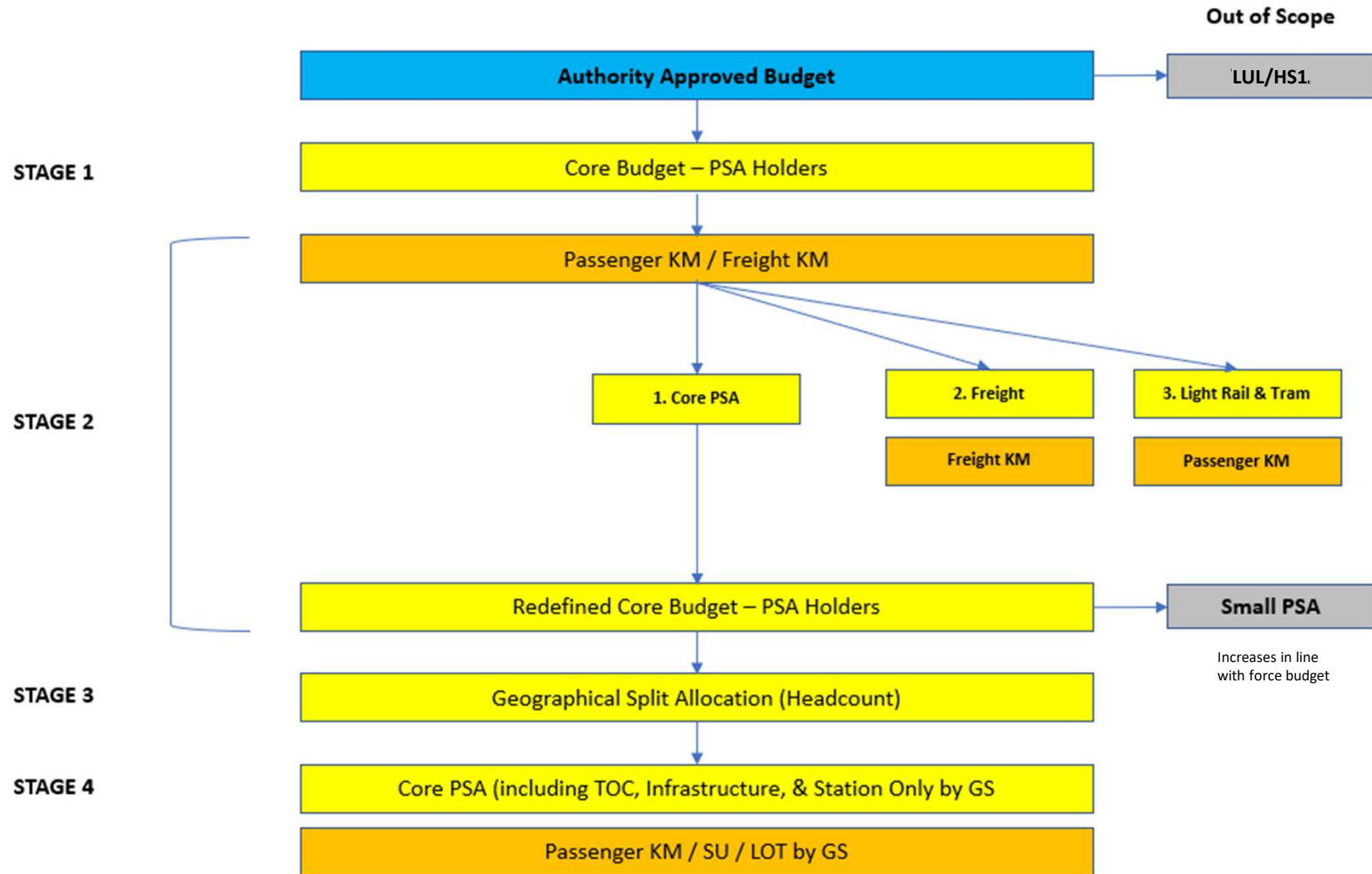
Do you need more information



CAM - Consultation Feedback – Areas of Concern



Geographical Split – Charge Flow



Geographical Split – Data Types & Ages

Exsisting Cost Allocation Model				Charging Year	2024/25
Publicly					
Data Type	Available	Data provider	Assurance Review	Data Year	
1. Core PSA budget	No	BTP (Budget)	N/A	2024/25	
2. Officer & Staff Headcount	No	BTP (Budgeted)	N/A	2024/25	
3. Officer Activity Time	No	BTP	Internal, 1 month	2022/23	
4. Crime Volume (all Crimes)	No	BTP	Internal, 4 months	2022/23	
5. Station usage/Footfall	Yes	Steer/Network Rail	Independently assured	2022/23	
6. Network Access Charge	Yes	Network Rail	Independently assured	2022/23	
7. Timetabled Train Kilometres	No	Resonate	Independently assured	2022/23	
8. Long term charges & recharges	No	Operators	Internal, 1 month	2022/23	

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Option 8 - Geographic Split Data sources & Ages					
Publicly					
Data Type	Available	Data provider	Assurance Review	Data Year	
1. Core PSA budget	No	BTP (Budget)	N/A	2024/25	
2. Officer & Staff Headcount	No	BTP (Budgeted)	N/A	2024/25	
3. Passenger KM	Yes	ORR 1233	Independently assured	2022/23	
4. Freight KM	Yes	ORR 1333	Independently assured	2022/23	
5. Light Rail & Tram KM	Yes	DfT LRT0103	Independently assured	2022/23	
6. Station Usage	Yes	ORR 1410/Network Rail	Independently assured	2022/23	
7. Length of Track	Yes	ORR 6320	Independently assured	2022/23	

Geographical Split – Charge Example

Stage 1 Budget Analysis	
Core Budget	Redefined CAM 2 Budget
Total Force Budget	397,382,116.92
Other Income	115,906,386.12
Other Costs	5,090,712.30
Adjusted Core Budget	286,566,443

Stage 2 Budget Allocation					
Sector	Data Source	PKM Allocation	Allocation %	Allocation £	
Core (Passenger)	ORR 1233 PKM	53,317.44	49.63%	142,221,998.54	
Light Rail & Tram	DfT 103 LR&T PKM	722.10	0.67%	1,926,183.20	
Freight	ORR 1333 Freight KM	31.87	0.03%	85,016.29	
Core (Infrastructure)	Infrastructure (Infrastructure, 1233 & 1333)	53,359.15	49.67%	142,333,245.06	
		107,430.57	100%	286,566,443	

CAM2 Exclusions	Redefined CAM 2 Budget
Small PSA Exclusion	(40,296.59)
LR&T Exclusion	(1,926,183.20)
Freight Exclusion	(85,016.29)
Redefined Core	284,514,947

Stage 3: GS Re-defined Core Budget Allocation			
DA Breakout by Headcount	Operational Headcount	%	Allocated Budget
ENGLAND	1,340.79	83.90%	238,703,716.15
WALES	66.27	4.15%	11,798,190.07
SCOTLAND	191.05	11.95%	34,013,040.80
	1,598.11	100%	284,514,947

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Geographical Split – Charge Example



Stage 4 Operator Allocation									
Operator	Station Usage (Pax)			Passenger Kilometres (millions)			Length of Track (Km)		
	England	Scotland	Wales	England	Scotland	Wales	England	Scotland	Wales
ScotRail	-	90,621,044	-	10,574,155	2,041,168,966	-	-	-	-
Caledonian Sleeper	-	-	-	77,709,566	97,311,391	-	-	-	-
Chiltern Railways	33,576,122	-	-	1,051,281,495	-	-	-	-	-
CrossCountry	-	-	-	2,235,027,472	135,905,215	56,709,148	-	-	-
Crossrail	154,523,028	-	-	1,388,699,635	-	-	-	-	-
Essex Thameside (C2C)	55,735,280	-	-	774,532,563	-	-	-	-	-
Thameslink	268,519,448	-	-	6,838,901,365	-	-	-	-	-
Grand Central	-	-	-	430,045,475	-	-	-	-	-
Great Western	79,346,182	-	-	4,969,295,308	-	400,946,322	-	-	-
Greater Anglia	90,165,272	-	-	2,878,656,878	-	-	-	-	-
Heathrow Express	-	-	-	121,301,428	-	-	-	-	-
Hull Trains	-	-	-	261,033,565	-	-	-	-	-
London Overground	172,750,714	-	-	1,075,672,062	-	-	-	-	-
Merseyrail	64,989,862	-	-	451,489,594	-	-	-	-	-
Network Rail	792,318,627	65,971,615	-	9,833,420	-	-	24,581	4,268	2,249
SouthEastern	140,424,230	-	-	3,145,092,897	-	-	-	-	-
Transpennine Express	16,824,752	-	-	1,261,398,379	140,719,377	-	-	-	-
South Western Railways	175,302,764	-	-	4,015,917,858	-	-	13.7	-	-
Transport for Wales Rail	9,085,762	-	38,297,014	184,829,788	-	792,469,943	-	-	-
West Midland Trains	67,774,164	-	-	2,269,682,304	-	26,232,007	-	-	-
LNER	35,256,584	-	-	4,953,496,681	632,652,843	-	-	-	-
Avanti West Coast	35,139,062	-	-	4,572,439,395	425,156,805	98,294,909	-	-	-
Northern Trains	99,316,000	-	-	2,473,318,839	13,677	-	-	-	-
East Midlands Railway	39,913,932	-	-	2,197,386,593	-	-	-	-	-
Transport for Greater Manchester	447,328	-	-	-	-	-	-	-	-
Amey Infrastructure Wales	-	-	-	-	-	-	-	-	215.3
London Southend Airport	141,358	-	-	-	-	-	-	-	-
Glasgow Prestwick	-	56,980	-	-	-	-	-	-	-
East Coast (Lumo)	-	-	-	461,550,415	75,868,456	-	-	-	-
Heathrow Airport	7,706,514	-	-	-	-	-	8.6	-	-
	2,339,256,985	156,649,639	38,297,014	48,109,167,131	3,548,796,730	1,374,652,331	24,603	4,268	2,464

Geographical Split – Next Steps

- 1) DfT agreement to new Police Service Agreement (PSA)
- 2) Sign off of PSA by Secretary of State
- 3) Industry engagement on PSA Agreement
 - a) Inform of prospective 2025/26 charge
 - b) Seek signoff of new PSA
- 4) Run new cost allocation model

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Thank you for your time