



MAYOR OF LONDON  
OFFICE FOR POLICING AND CRIME

## **Delegated Authority to renew and renegotiate PSAs in 2025**

**MOPAC Investment Advisory & Monitoring meeting 02 July 2024**

**Report by Andrea Enti on behalf of the Chief People and Resources Officer**

**Part 1 – This section of the report will be published by MOPAC. It is classified as OFFICIAL – PUBLIC**

### *EXECUTIVE SUMMARY*

The Metropolitan Police Service provides policing services to Heathrow Airport and London City airport under two Police Services Agreements (PSA) as required by the Aviation Security Act 1982, with Terms and Conditions based on the Airport Security Planning Guidance by Department for Transport (DfT). Both PSAs are fully funded by the Airports and are due to expire on 31 March 2025. DfT is reviewing part of the Guidance key terms, but there is a risk of a delay in publication which will impact the negotiation of new PSAs. As the value of both PSAs is above £500,000, the Deputy Mayor for Policing and Crime's approval is required to authorise the negotiation of new Agreements, the signature of the renewed agreements. Commercial Services also requires the approval of a pre-emptive extension of both PSAs by 12 months as a mitigation against the risk of delay in the publication of the new Guidance to a date too close to the expiry of the current Agreements.

### **Recommendations**

The Deputy Mayor for Policing and Crime, via the Investment Advisory and Monitoring meeting (IAM), is asked to:

- Grant Delegated Authority to MPS Commercial Services' Head of Commercial Services – Covert and Aviation to negotiate new PSAs with both Heathrow Airport Limited and London City Airport Limited prior to the expiry of the current ones (current expiry date is 31 March 2025 for both Agreements). The negotiation will be jointly led by Commercial Services and by the Commander of Aviation Policing, to ensure the new Agreement reflect the Joint Strategic threat and Risk Assessments agreed between Aviation Policing and the Airport Operators;
- Grant Delegated Authority to MPS Director of Commercial Services to sign the new PSAs after the completion of the negotiation process, subject to their approval by the

Commander of Aviation Policing, the Chief People and Resources Officer, the Chief Financial Officer, and the Assistant Commissioner for Specialist Operations.

- Grant Delegated Authority to MPS Director of Commercial Services to approve the extension of the existing PSAs by further 12 months to 31 March 2026, subject to approval by the Commander of Aviation Policing. This is a mitigation measure to be deployed only in case the updated Guidance from DfT is published too late to allow for appropriate negotiations to take place or if the negotiations take longer than forecasted due to the scope of changes required to the PSAs.

### **Time sensitivity**

A decision is required from the Deputy Mayor by 01 September 2024. This is because both PSAs will expire on 31 March 2025, and Commercial Services estimate the negotiation of new PSAs based on the new DfT Guidance will take at least six months.

## **Non-confidential facts and advice to the Deputy Mayor for Policing and Crime**

### **Introduction and background**

1. The Metropolitan Police Service provides policing services to Heathrow Airport and London City Airport, under two distinct Police Services Agreements (PSA's).
2. The Aviation Security Act 1982 mandates that a PSA be in place at any time, at each aerodrome where the relevant Airport Security Plan (ASP) identified a requirement for policing services to guarantee the safety and security of the aerodrome.
3. The PSA contents are regulated by each aerodrome's ASP, itself regulated by the Airport Security Planning Guidance (ASPG) provided by Department for Transport (DfT) in 2009.

### **Issues for consideration**

4. This information is contained in the restricted section of the report.

### **Contributes to the MOPAC Police & Crime Plan 2022-25<sup>1</sup>**

5. The Policing Services Agreements are required by the ASA1982, therefore it's required that MOPAC and MPS are compliant with the current law.
6. The PSA agreements facilitate the MPS to protect the public in line with the New Met for London. Both airports are potential targets for a myriad of threats, ranging from shoplifting in terminals to organised terrorist attacks.

### **Financial, Commercial and Procurement Comments**

7. Both PSAs are constructed around a full cost recovery model and therefore all MPS costs relating to relevant policing activities are fully funded by the Airport Operators.

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<sup>1</sup> [Police and crime plan: a safer city for all Londoners | London City Hall](#)

8. As an extension to an existing service this work does not change any aspects relating to responsible procurement’.
9. These agreements do not impact the delivery of the London Anchor Institutions’ Charter<sup>2</sup>.

### **Legal Comments**

10. The extensions are required in order to comply with Section 25B(1) of the Aviation Security Act 1982 (ASA).

### **Equality Comments**

11. This business case has undergone an initial Equality screening. Due regard has been taken to ensure compliance with the Equality Act in particular the Public Sector Equality Duty.
12. Real consideration has been taken to assess Equality impact caused by the proposed business case. As a result, no negative impact has been identified to any individual and/or group safeguarded by a protected characteristic and to those who are not negating the requirement to document any mitigation.
13. As the intention of this document is to seek an extension for an existing function, there is no real organisational change. Further reviews will be conducted and if any new Equality Impact is identified, a full Equality Impact Assessment will be initiated.

### **Privacy Comments**

14. The MPS is subject to the requirements and conditions placed on it as a 'State' body to comply with the European Convention of Human Rights and the Data Protection Act (DPA) 2018. Both legislative requirements place an obligation on the MPS to process personal data fairly and lawfully in order to safeguard the rights and freedoms of individuals.
15. Under Article 35 of the General Data Protection Regulation (GDPR) and Section 57 of the DPA 2018, Data Protection Impact Assessments (DPIA) become mandatory for organisations with technologies and processes that are likely to result in a high risk to the rights of the data subjects.
16. The Information Assurance and Information Rights units within MPS will be consulted at all stages to ensure the programme meets its compliance requirements.
17. The programme does not use personally identifiable data of members of the public, so there are no GDPR issues to be considered.

### **Real Estate Implications**

18. There are no additional real estate implications for the MPS associated with this requirement.

### **Environmental Implications**

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<sup>2</sup> <https://www.london.gov.uk/coronavirus/londons-recovery-coronavirus-crisis/anchor-institutions-charter>

19. There are no additional environmental implications for the MPS associated with this requirement.

**Background/supporting papers**

20. As outlined in Part 2.

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**Part 2 – This section refers to the details of the Part 2 business case which is NOT SUITABLE for MOPAC Publication.**

The Government Security Classification marking for Part 2 is:

OFFICIAL-SENSITIVE [COMMERCIAL]

Part 2 of the Delegated Authority to renew and renegotiate PSAs in 2025 Business Justification Paper is exempt from publication for the following reasons:

- Article 2(2)(c) of the Elected Local Policing Bodies (Specified Information) Order 2011; and
- Section 31(1) (Law Enforcement) and Section 43(2) (Commercial Interests) of the Freedom of Information Act 2000

The paper will be retained for a minimum of 6 years according to the MPS Records Management Policy.