

REPORT TO: CITY DEVELOPMENT COMMITTEE – 22 APRIL 2013

REPORT ON: TAYSIDE SAFETY CAMERA PARTNERSHIP – SERVICE LEVEL AGREEMENT

REPORT BY: DIRECTOR OF CITY DEVELOPMENT

REPORT NO: 173-2013

1 PURPOSE OF REPORT

- 1.1 This report advises Committee on the details of the Service Level Agreement (SLA) that the Tayside Safety Camera Partnership (TSCP) will use to assist in reducing speed related injury accidents on the road network within Tayside. The SLA also follows the Scope of the Scottish Safety Camera Programme and is required due to creation of the new Police Service of Scotland on the 1 April 2013.

2 RECOMMENDATION

- 2.1 It is recommended that the Committee remits the Head of Democratic & Legal Services to enter into a Service Level Agreement with all active Stakeholders of the Tayside Camera Partnership. Dundee City Council will be the lead authority within the Partnership.

3 FINANCIAL IMPLICATIONS

- 3.1 The Tayside Safety Partnership is grant funded by central government and costs are recovered by each active stakeholder. Therefore they are no direct financial implications associated with this report.

4 BACKGROUND

- 4.1 The Tayside Safety Camera Partnership (TSCP) was set up in July 2003 and currently consists of Tayside Police, Angus Council, Perth & Kinross Council, Transport Scotland and Dundee City Council. Due to the creation of the Police Service of Scotland (PSS) the responsibilities of Tayside Police are to be passed to the new PSS organisation as of the 1 of April 2013. These changes are necessary as there were eight safety camera partnerships throughout Scotland, each associated with a separate police force. The TSCP has drawn up a Service Level Agreement that clearly defines each active stakeholder's activities and responsibilities under the partnership.
- 4.2 The overall purpose of the TSCP is to reduce collisions, casualties and speed on the road network within the Tayside area. The Tayside area remains consistent within the boundaries of Angus, Dundee City and Perth & Kinross Council areas. The accident and casualties reductions will be achieved through intelligence led safety camera deployment and enforcement activity. The main aim of TSCP is to assist in achieving the Government's 2015 and 2020 casualty reduction targets by raising public awareness of the issues and dangers of excessive speed and, by education, encourage drivers to drive at an appropriate speed. The TSCP will continue to be grant funded by central government similar to the current arrangements.
- 4.3 The SLA is not a legally binding contract as it is a structured guide to assist all participating Partners to achieve the purpose and vision set out in the SLA and it requires to be endorsed by an appropriate officer from each active stakeholder organisation.
- 4.4 The SLA will come into force on the 1 of April 2013 with the introduction of the PSS and covers sections relating to:
- Partnership Stakeholders;
 - Progress and Vision;

- Timescales;
- Internal Communication;
- Disputes;
- Exit Strategy & Risk Taking;
- Roles/Responsibilities;
- Services Provided;
- Service Standards;
- Grant Funding;
- Accounting Arrangements;
- Disaster Recovery;
- Requests for Information; and
- Memorandum of Agreement.

4.5 Dundee City Council is an active stakeholder along side Perth & Kinross Council, Angus Council, Transport Scotland and the Police Service of Scotland. As a Roads Authority Dundee City Council are responsible for the road network within their area (other than Trunk Roads) and so can directly influence and assist the TSCP through its activities such as site maintenance, data collection, accident analysis and traffic monitoring. Dundee City Council is the lead local authority within the TSCP and therefore has additional responsibilities relating to financial management and preparing accounts etc. The TSCP is fully funded through a central government grant and therefore there is no financial cost to the Council although activities of the TSCP have to be inline within the Scottish Safety Camera Programme Handbook to ensure grant funding is provided.

4.6 It is recommended that the Dundee City Council approve the SLA and participate as the lead authority within the Tayside Safety Camera Partnership.

5 POLICY IMPLICATIONS

5.1 This Report has been screened for any policy implications in respect of Sustainability, Strategic Environmental Assessment, Anti-Poverty, Equality Impact Assessment and Risk Management. There are no major issues.

6 CONSULTATIONS

6.1 The Chief Executive, the Director of Corporate Services and Head of Democratic and Legal Services have been consulted and are in agreement with the contents of this report.

7 BACKGROUND PAPERS

7.1 None.

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NHG/EG/KM

9 April 2013

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