

TAYSIDE FIRE AND RESCUE BOARD**REPORT BY THE CHIEF FIRE OFFICER****11 MAY 2009**

**TOWARDS A SAFER TAYSIDE 2009/2010 -
CONSULTATION OUTCOME: PERTH FIRE STATION****Abstract**

This Report advises Members of the outcome of the Board's instruction to continue dialogue with the FBU with regard to the proposals for Perth Fire Station.

1 RECOMMENDATIONS

It is recommended that Members approve the proposals for Perth Fire Station.

2 BACKGROUND

At the Board meeting on 30 March 2009 Members considered the Towards a Safer Tayside 2009/10 consultation responses and approved the following amendment to the proposals contained within the November 2008 Consultation Document.

That this Board:

“accept the recommendations within the Towards a Safer Tayside Consultation Document, with the exception of the section headed ‘Organisational Resources’ on page 7.”

“rejects the reduction in wholetime cover at Balmossie Fire Station and the changes for Forfar Fire Station”, and “instructs the Chief Fire and Rescue Officer and his staff to continue their dialogue with the FBU with regard to the proposals for Perth Fire Station and to report the outcome to the Board at a later date.” *Councillor Helen Oswald, 30.03.09.*

3 PROPOSALS FOR PERTH FIRE STATION

The current and proposed resource allocations for Perth Fire Station are detailed in tables 1 and 2 respectively.

Table 1 – Current Resources

Appliance	Minimum Crewing
Rescue Pump (RP)	5
Water Tender Ladder (WrL)	4
Aerial Ladder Platform (ALP)	2
Prime Mover (PM)	2
(Heavy Rescue Unit, Environmental Protection Unit and Mass Decontamination Unit)	

Table 2 – Proposed Resources

Appliance	Minimum Crewing
Rescue Pump (RP)	5
Aerial Rescue Pump (ARP)	4 (2)
Water Tender Ladder (WrL)	4
Prime Mover (PM)	0 (2)
(Heavy Rescue Unit, Environmental Protection Unit and Mass Decontamination Unit)	

The proposed resource allocation for Perth Fire Station, replaces the ALP with an ARP. This is a fire engine which provides the capabilities currently provided by two fire engines, an RP and an ALP, effectively maintaining Perth's aerial capability whilst providing a third 'normal' fire engine for Perth (and the wider Perth and Kinross area).

Following discussions with the FBU it has been agreed that crewing of the ARP (at Perth) will be on the basis of 4 personnel, however, if one of the specialist units is required at an incident 2 personnel will come off the ARP and crew the Prime Mover. This would leave 2 personnel on the ARP, maintaining its aerial capability. This flexible approach to crewing would effectively return Perth to its current provision if necessary, but provide the additional resource necessary for both community safety and operational work within Perth and Kinross.

The ARP, based on a 26 tonne Scania chassis and a Bronto boom package, is currently in production and is scheduled for delivery in December 2009. A period of training will then be completed by Perth Station personnel with the ARP going fully operational in March 2010.

4 FINANCIAL IMPLICATIONS

The financial implications of the provision of the ARP have been the subject of successful top-slice bids and are contained within the current capital budget provision. The revenue costs in relation to running this vehicle are contained within the current revenue budget provision.

5 CONSULTATION

The Clerk and Treasurer have been consulted in the preparation of this Report.

6 CONCLUSION

The adoption of this proposal will allow for the flexible use of resources at Perth Fire Station and enable enhanced Prevention and Intervention services to be delivered within Perth and Kinross.

S Hunter
Chief Fire Officer

Background Papers

No background papers, as defined in Section 50d of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) were relied on to any material extent in preparing the above Report.

Fire and Rescue Headquarters
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