



Memo Sheet

To: Kerry Gregory, Region 1 Fire Region Manager

CC: Vaughan Mackereth, Assistant Area Manager Waitemata

From: Denis O'Donoghue, Area Manager Waitemata

Action: Kerry Gregory, Region 1 Fire Region Manager

Date: 19th July 2018

Subject: **Operational Requirement: Manly Fire Station Operational Capability**

Reference:

- A. Memo: Region 1 Station Infrastructure Review 2015-16 dated 24 May 2016
- B. Fire and Emergency Standard – Risk Management issued 1 July 2017
- C. Fire and Emergency Tool - Risk Calculation Tables issued 1 July 2017

Aim

1. This memo outlines the issues arising from urban growth occurring within the Whangaparaoa Peninsula, Waitemata Fire Area and proposes to change the response model at Manly Fire Station to a 5-day Career Yellow watch with a Volunteer component in order to maintain an effective level of Fire and Emergency NZ (FENZ) operational capability in that locality.

Executive Summary

2. In 2015/16, Region 1 reviewed 100% of its urban fire stations and created an evidence-based assessment of their suitability in terms of location, functionality and resourcing. The key findings of the report at Ref A, highlighted that the current site of Manly Fire Station was appropriate and therefore the station would remain in that location. However, the review also highlighted that the resourcing models at Silverdale and Manly were under review due to increased operational day time pressures, especially to the Whangaparaoa Peninsula and that should a staffing change occur in the future it would require changes to the Station design.

3. The workload of Manly volunteers has reached a tipping point which is no longer sustainable during working week days. In the last four years the call rate has almost doubled going from 375 to now over 719 calls per year with the majority of the increase coming from Medical calls (refer table at point 15). In late 2015 The Area Manager approved an interim request (See point 21) from the brigade for an increase in establishment, a brigade funded medical response/incident support vehicle and no backup calls to Silverdale during working hours. At the same time communication was entered into with St John Ambulance which resulted in this year an additional ambulance on the Whangaparaoa peninsula during working hours Mon-Fri. Unfortunately, this has resulted in very little change to Manly's incident call rate.

4. Even though the brigade was able to increase establishment there has been a steady churn (See point 20) and over the last three years the brigade has been unable to respond to 59 calls during working hours Mon-Fri, due either to no driver or insufficient crew. (See Annex A)

5. The Auckland Council estimate that the population of the Hibiscus Coast 49,000 will grow by 42% by 2031 (Hibiscus and Bays Local board needs assessment 2017). The Hibiscus Coast consists of Manly and Silverdale FRA. Additionally, Government recently announced that the 'Penlink'

corridor (Annex D) is now a priority which will increase accessibility to the central peninsula (Manly FRA) thus increasing the attractiveness of the location for development.

6. A Review of all of Area 3 Station Infrastructure (Ref A 2016) identified that Manly was in the correct location with the ability of FENZ to deliver a full operational capability to the Whangaparaoa Community within the Service Delivery Guidelines that FENZ require but now has determined that the current capability structure poses increased risks to effective service delivery moving forward; therefore, this paper poses four options:

- a. Option 1: Do Nothing.
- b. Option 2: Yellow Watch (Mon-Fri 07:00-17:30) with phased building alterations.
 - i. Option 2A: with minor building alteration (short term).
 - ii. Option 2B: with building redevelopment for Yellow Watch staff (long term solution).
- c. Option 3: Seven Day Yellow Watch (7 days 07:00-17:30)
- d. Option 4: 24/7 Composite Career Staff Plus Volunteers

7. The analysis of the four options is described at point 42 however on balancing costs, benefits and risk it is recommended that Option 2B Yellow Watch (Mon-Fri 07:00-17:30) extensive building redevelopment for Yellow Watch staff (Medium to long term solution). This is the ideal solution as it allows a much more station friendly environment and a station that is fit for purpose working spaces for the Yellow Watch composite staffing model (the cost of the redevelopment could be funded by the sale of the land behind the station making it a cost neutral build). This solution offers savings in capital costs whilst considerable investment is focussed on the Christchurch rebuild. Once the station is redeveloped this solution would offer a fully functioning fire station fit to accommodate both Career and Volunteer personnel and the ability to house the current Volunteer Medical Response / Incident Support vehicle (that is currently in a fenced open roof enclosure in the carpark).

8. Furthermore, the introduction of a career yellow watch will in addition to assisting the volunteers in their current workload also enable a reduction in response times i.e. alert to K1 90 seconds (The current performance is 5 minutes). Because of the current irregular and therefore unreliable response from the daytime Volunteers at either Silverdale or Manly (ICAD 'must backup' stations), backup from the career stations of Albany or East Coast Bays will be reduced. Time from Albany to Manly Station is typically about 30 minutes (31km) and 44 minutes at normal traffic, indicating that any response from Albany will require a minimum of 1 hour 19 minutes' travel time to get back to their own FRA. Furthermore, there will be additional risk reduction activities that can be carried out in the area that arguably currently misses out simply due to the distance from the nearest career station at Silverdale.

9. This will also assist the Silverdale yellow watch responses particularly around the ability to select better tactical options and risk assessment required when waiting for additional appliances. It will also reduce Silverdale Volunteers calls as they have been providing backup to the Manly area (Manly 911 being a must backup appliance see point 25)

Background

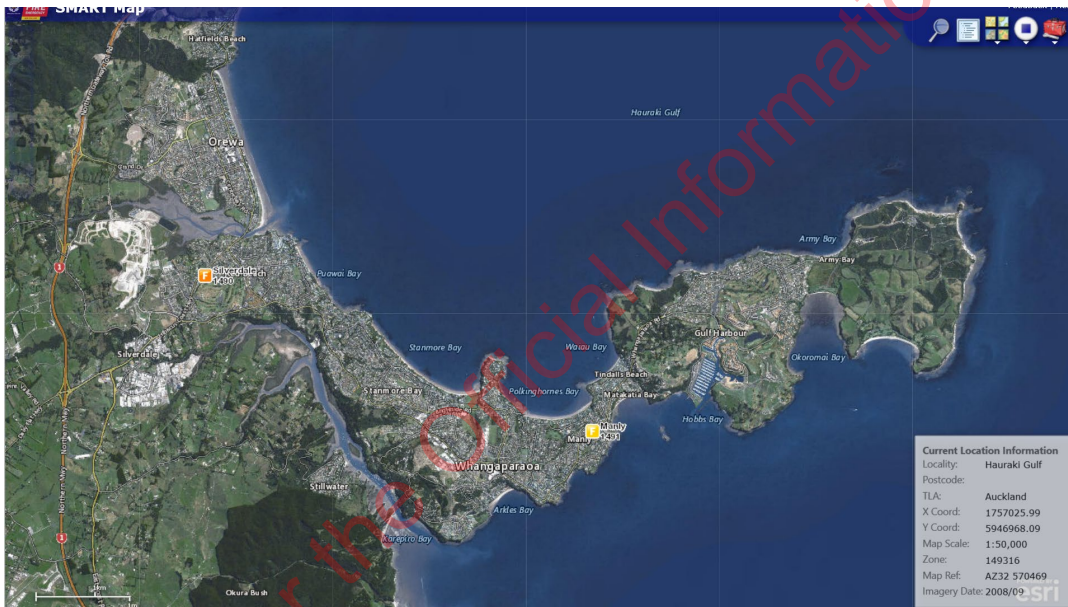
10. This memo outlines the increased work load of the Manly Volunteers has progressively increased over recent years to a point now that is not sustainable in their current form, therefore alternative solutions to support them are required.

11. The Manly First Response Area (FRA) comprises the following characteristics:

- a. Urban Growth has seen the Manly First Response Area population grow to over 18,824 (2017).
- b. 4x shopping centres - (Stanmore Bay, Whangaparaoa, Manly and Gulf Harbour).

- c. 2x Colleges - (Whangaparaoa, a decile 9 school which serves Years 7 to 13 with a current roll of 1476 Learners and Wentworth, a decile 10 private school which serves Years 7 to 13 with a current roll of 204 learners).
- d. 4x Primary Schools – (Stanmore Bay, which serves Years 0 to 6 and a current roll of 597 children, Whangaparaoa, which serves Years 0 to 6 and a current roll of 697 children, Gulf Harbour, which serves Years 0 to 8 and a current roll of 457 children, Wentworth, a private school which serves Years 0 to 6 and a current roll of 88 children).
- e. 2x Light Industry areas – (Whangaparaoa and Gulf Harbour).
- f. 1045 Marina berths, Regional Park, Defence training facility, two Retirement Villages (1x 51 unit and 1x 130 unit) and three Care Facilities (largest being a 43 bed facility) and still more development in progress.

12. The geographical constraints of the Whangaparaoa Peninsular mean that traffic leaving the peninsular has now surged to over 20,000 vehicles in the morning Mon-Fri forcing Auckland Transport to introduce a Dynamic 2nd Lane in the morning and late afternoon.



Aerial view of Whangaparaoa Peninsula showing the location of Silverdale and Manly Fire Stations.

13. Manly is currently an auxiliary Volunteer Fire Brigade to Silverdale Volunteer Fire Brigade. It was established on the 14th December 1964. The Area Manager along with Regional Manager are currently considering whether to make it a stand-alone brigade. It has a membership of 25 Firefighters.

14. The station is situated at 960 Whangaparaoa Road on 3500m² of land and is a single bay station (see Annex E certificate of title and Floor Plan) which was officially opened 21st February 1970 with a training room and 3x small offices, the carpark is a fenced off for secure parking for a Medical Response / Incident Support vehicle. Manly is a First Responder Brigade. This location is elevated out of the tsunami risk zone and enables quick access to the suburbs of Whangaparaoa Peninsula.



Manly Fire Station viewed from the road and aerial view.

15. In 2017/18 Manly Brigade received 719 calls this is almost double what they were doing in 2014/15. Some of the increase has been in the medical responses which has more than doubled from 238 to now 525 calls

Incidents Responded by Manly in the past 4 years				
Incidents	2014/15	2015/16	2016/17	2017/18
Assist Public	6	7	19	10
False Alarms	51	58	65	68
Hazardous Emergencies	1	3	2	1
Heat/Pressure	2	1	2	
Medical	238	294	342	525
Other Fires	19	18	20	22
Rescue	7	11	28	8
Special Service Calls	16	17	23	30
Structure Fires with damage	5	6	4	7
Structure Fires with no damage	9	4	6	3
Vegetation Fires	14	10	14	22
Vehicle Accident	7	6	12	23
Total	375	435	537	719

16. **Manly Non-Responses.** In the last three years the brigade has been unable to respond to 82 calls due to either No Driver or insufficient crew, only 23 of these calls were outside the 06:00-18:00hrs (See Annex A). The non-responses are unfortunately increasing each year

17. From the Non-Response Table (Annex A), you can see over the past 3yrs there has been a steady shortfall in the day time capability of the brigade versus night time capability. There is a number of reasons for this, the main one being that members are either unable to be released from their place of employment or are travelling off the peninsula for employment.

18. A review of K1 reporting also identified an issue with Manly achieving a first appliance response Alert to K1 within 5 minutes. In the last 12 months Manly was only able to manage that on average 60% of the time.

Silverdale Fire District Turnout Statistics – Percentage of Turnouts within Target (Station Alert to K1)

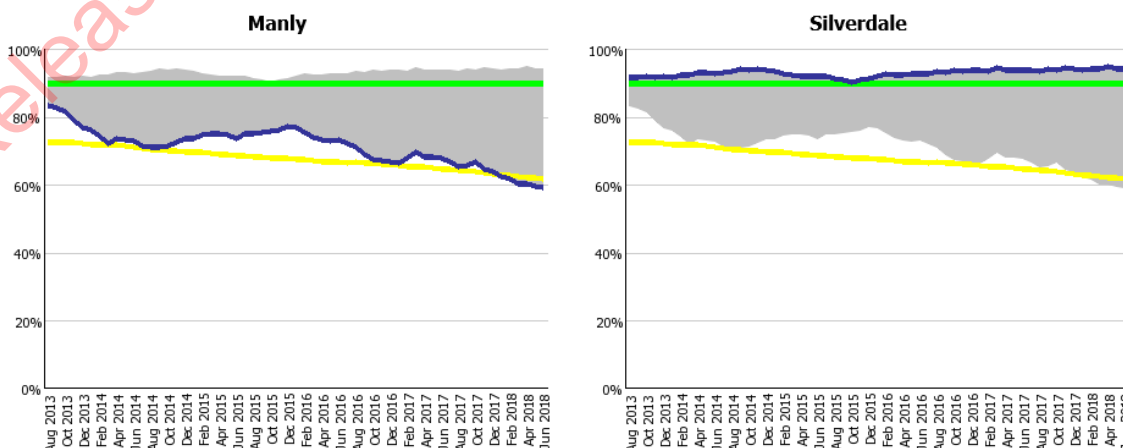
Rolling 12 Month Totals

Percentage of turnouts (station alert to K1) within 5 minutes

■ Area ■ National Total ■ Target ■ Highest/Lowest Range ▲ = Good

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19. **Increase in Medical Incidents.** The increase in attendance at Medical Incidents as a result of the MoU with St John Ambulance has also impacted on the capacity of the brigade for day time calls. This can be clearly seen in the increase of calls: in 2014/15 the brigade attended 238 medical incidents, whereas in comparison, by 2017/18 this had increased to 525 medical incidents. St John Ambulance have tried to ease the burden and commissioned an additional ambulance for the Hibiscus Coast taking the total to 3 ambulances. However, it is the time that an ambulance is out of Area while transporting patients to/from a hospital that is the problem (34km away from Manly); The Auckland traffic congestion and competing demands on St John Ambulance resources reduce ambulance availability on Whangaparaoa Peninsula.

20. **Brigade Churn.** In 2015, the establishment of Manly Volunteer Fire Brigade was increased in order to provide a greater pool of responders. The Brigade stepped up in 2015 to meet the increased establishment, but as you can see below they have had a consistent churn, this is mostly to do with the high demand of medical calls. Despite the recruitment uptake the brigade is still having problems with turnout Mon-Fri during working hours.

FY	Opening Headcount	Leavers	New Hires	Closing Head Count	Churn
2015/16	20	5	7	22	23.8%
2016/17	22	5	5	22	22.7%
2017/18	22	2	12	32	7.4%

Note: Brigade Churn is nationally calculated using the following formula:

Total number of leavers divided by the average of (opening headcount plus closing headcount).

21. **2015 Interim Assistance.**

In 2015 the Silverdale CFO recognised assistance was required and requested a yellow watch at Manly. Instead the Area Manager worked with the Brigade and approved alternative options to assist them in meeting their struggling responses. These included:

- a. an increase in Establishment from 16 to 22 members.
- b. The purchase of a brigade funded Medical Response / Incident Support vehicle.
- c. Part of the Establishment to be Operational Support, but First Responder Qualified.
- d. No backup calls to Silverdale Area Mon-Fri working hours (North Shore Appliances to pick up short fall).
- e. Requesting more support from St Johns Territorial Manager in the form of additional ambulance.

22. The idea behind the brigade purchasing a medical response van was to assist in a reduced crew turnout for First Responder Duties, i.e. only 2 firefighters required and No requirement for Class 2 licence.



23. It is important to note the impact of Manly Brigade no longer responding as backup into Silverdale First Response Area has also resulted in a delay in 2nd appliance response into Silverdale from East Coast Bays and Albany.

24. Manly Fire Station is supported by Silverdale Fire Station which comprises the following characteristics:

- a. Silverdale is currently a 5-day yellow watch operating between the hours of 07:00-17:30Hrs manning the Rescue Tender SILV907.
- b. The Silverdale Volunteer Brigade operate 24/7 operating two pumping appliances, a Water Tanker and Operational Support. It has a membership of 36 Firefighters and 8 Operational Support.
- c. Silverdale is situated at 147 Hibiscus Coast Highway, Red Beach which is 10km away from Manly. This location is elevated out of the tsunami risk zone of Orewa enabling quick access to the communities of Silverdale, Red Beach, Orewa, Millwater, Hadfields Beach, Waiwera, Stillwater, Wainui, Dairy Flat and Stanmore Bay as we back up to the Whangaparaoa Peninsula (Manly response area).
- d. Last year 2017/18 Silverdale appliances responded to 1397 incidents up from 1069 in 2015/16 (Annex B) and of those 101 were to support Manly during 07:00 – 17:30 Hrs

Incidents Responded by Silverdale into Manly's FRA in the past 3 years (07:00 – 17:30Hrs)			
Incidents	2015/16	2016/17	2017/18
Assist Public	3	2	7
False Alarms	20	32	15
Hazardous Emergencies	2	3	2
Heat/Pressure	1		
Medical	19	24	37

Other Fires	3	4	2
Rescue	4	7	4
Special Service Calls	6	11	13
Structure Fires with damage		3	3
Structure Fires with no damage	3		1
Vegetation Fires		2	6
Vehicle Accident	4	5	11
Total	65	93	101

25. The impact of Manly responses during week days also impacts on Silverdale Fire Station in the form of increased work load not only for Yellow Watch but also for the Volunteers as exemplified by the table below, note: (SILV901) is responded and crewed by Silverdale Volunteers

Responses by Call Signs from Silverdale into Manly in the past 3 years				
Incidents		2015/16	2016/17	2017/18
SILV901	Assist Public	0	1	1
	False Alarms	14	16	9
	Hazardous Emergencies	2	0	1
	Heat/Pressure	1		
	Medical	1	4	3
	Other Fires		0	
	Rescue		1	
	Special Service Calls	3	2	2
	Structure Fires with damage		3	3
	Structure Fires with no damage	1		1
	Vegetation Fires			1
	Vehicle Accident	4	2	5
SILV907	Assist Public	3	1	6
	False Alarms	19	31	15
	Hazardous Emergencies	2	3	2
	Heat/Pressure	1		
	Medical	19	23	30
	Other Fires	3	4	2
	Rescue	4	7	4
	Special Service Calls	6	11	11
	Structure Fires with damage		3	2
	Structure Fires with no damage	3		1
	Vegetation Fires		2	5
	Vehicle Accident	4	5	9
Total		90	119	113

Current Problems

26. The current problems or challenges for the Hibiscus Coast / Whangaparaoa Peninsula are:
- Tactics currently being deployed at incidents often have to take into account the 'two in two out' rule (Last Year 17 Structure Fires), which for an Officer at Silverdale can be challenging as back up is often coming from the North Shore stations, typically Albany or East Coast Bays. It can also hinder deployment of resources or put a strain on those that are in attendance. North Shore Appliances responded into Manly FRA 23 times and 134 times into Silverdale FRA (Annex C)
 - There is very little contingent capability for the Hibiscus Coast area from FENZ during weekdays and a heavy reliance on the North Shore appliances. Silverdale and Manly Area should be treated as a satellite town with a population of over 49,000 collectively and Auckland Council estimate the growth to be 33% more by 2031.
27. As a comparison to other Area's see table below:

Area	Population	Career Personnel on Shift	Total Personnel	Shift Pattern
Hibiscus Coast (Silverdale + Manly)	49,131	4	4	Yellow Mon-Fri
Silverdale	30,307	4	4	Yellow Mon-Fri
Manly	18,824	0	0	Nil
Taupo	36,800	6	19	24/7
Gisborne	36,000	6	27	24/7
Wanganui	40,300	10	38	24/7
Nelson	46,000	10	36	24/7

28. It is recognised that support is more readily available to support the Hibiscus Coast than in other referred areas of New Zealand however the impact of the response is affected often due to traffic delays and the supporting appliances also protect very large populations which increases exposure.

29. The geographic constraints of the Whangaparaoa Peninsular are such that it requires a close operational relationship between Silverdale and Manly Fire Stations as their strategic locations means they approach the incidents from opposite directions thus providing some mitigation to the traffic congestion on the peninsula which is a factor of the limited number of main arterial roads.

30. The building footprint of Manly Fire Station (Annex E) is such that it will require additional work to make it workable for both Career and Volunteer; an interim solution maybe to utilise a port-a-com until funds are available to redevelop the site.

31. The rate of Medical Responses is extremely high and requires the crews to be First Responders. Talks with St John Ambulance has seen a 3rd ambulance commissioned at Silverdale Mon-Fri, however, this seems to have had little impact. Our discussions with St John Ambulance indicate a continued high reliance on FENZ first response brigades by the responding ambulance.

32. Withdrawal from 1st Responder has been considered and discussed with both the Brigade and St John Territorial Managers, St Johns are unable to provide any further assistance and the brigade feel that they would be letting their community down and lives potentially lost.

33. Response requirements within the Silverdale Response area during working hours Mon-Fri has often seen the North Shore appliances responding up to the Hibiscus Coast leaving large areas of the North Shore uncovered (Refer Annex C: North Shore appliances turnout to Hibiscus Coast).

Other Considerations

34. There is still ongoing urban growth of the Whangaparaoa Peninsula, Gulf Harbour, Whangaparaoa, Stanmore bay areas and now the announcement from Government that the 'Penlink' corridor (Annex D) is now a priority will undoubtedly see urban development increase.

35. The urban growth of Hibiscus Coast and its surrounding areas is going to have an impact on all FENZ resources. The proposed Dairy Flat land banking with a view to build a 24/7 station is still some time away although it has been recognised to deal with the growth to the South and South West of Silverdale in the areas of Dairy Flat and Wainui. It will also add backup as a 3rd appliance over the 'Penlink' corridor if completed into Manly but will offer little resolution to the Manly initial response First Alarm or the issue of increased demand. Therefore, the communities situated along Whangaparaoa Peninsula will experience a progressive reduction in FENZ operational capability unless a local solution specific to Manly is implemented.

36. The future of St John Ambulance service and their ability to service the public expectations is an unknown factor as they are experiencing their own resourcing issues with this same locality.

37. The Auckland Local of the NZPFU to date have not been consulted and may have concerns to be worked through as in the past they have voiced an opinion of not supporting additional yellow watches.

Organisational Risk Assessment

38. Clear guidance has been issued to the organisation in the Risk Management Standard at Ref B, which states (key content underlined):

"Fire and Emergency has a conservative appetite for risk, due to the:

- nature of fire service operations is inherently risky and the safety of firefighters and the public is paramount.
- Board being accountable to the Minister and Parliament for making sure funding is used efficiently and effectively. All our actions are open to public and political scrutiny.

This conservative appetite for risk is consistent with the goals stated in the 2014-18 Statement of Intent – to reduce the incidence and consequence of fire through the protection of people, property and the environment; encourage fire safe behaviour and practice and create more resilient communities.

39. Utilising the Risk Calculation Tables at Ref C, Option 1 Do nothing has been assessed to ascertain its level of organisational risk both Nationally and Locally:

- a. Risk Level: 9 HIGH both Nationally and Locally. In accordance with Ref D, this memo advises senior management of the risks, and specifies requested actions.
- b. Organisational Risk: Nationally MODERATE Locally HIGH.
 - i. Employee: Risk of serious Injury by the lack of timely back up to first responding appliances.
 - ii. Operational capability: Moderate loss of operational capability. Moderate delay in response. By not having an operational capability able to respond within a timely manner, it means that any incident has more time to evolve and thus become more complex increasing the risk to the public and responding firefighters.
 - iii. Reputation: Adverse local and National media. Local Complaints increased OI's.
 - iv. Organisational performance: From a National perspective - Moderate impact on organisational performance should the volunteer staffing model at Manly or Silverdale collapse although FENZ reputation of supporting Volunteerism will be damaged. From a Local perspective – Manly brigade was established 14/12/1964 with local people wanting to support Volunteerism, this hasn't changed and if the brigade collapses it will have a major impact on the Whangaparaoa Community.
- c. Likelihood / Probability: POSSIBLE. Negative impacts are assessed as 30-70% chance of occurring at least once every three years.

40. The very nature of having a conservative risk appetite goes whole-heartedly to the core of being a responsible organisation whose actions can resolutely withstand any public/political scrutiny. The ability of FENZ to provide adequate response in all environments with a spotlight on career versus volunteer coverage when volunteers are doing over 600 calls per year. The urban growth of the Hibiscus Coast and Whangaparaoa Peninsula are well documented as is the increasing operational tempo of the existing Fire Stations in that locality. The issues are well known by our personnel and by the wider community; and well within the organisations ability to correct through financial investment. As a result of the strong PR promoting the benefits of forming FENZ, there is a risk that should any adverse consequences occur, the organisation could be left vulnerable to increased negative PR and political scrutiny from both local and national government.

Options

41. On the balance of costs, benefits and risk the following options are presented:

- a. **Option 1: Do Nothing.** Manly is already working at a high tempo equivalent in comparison to other 24/7 or yellow watch stations (St Heliers, Devonport, Titirangi) and the expanded operating area with increased incident rate would lead to a significant shortfall in operational responses. Again, as the area grows so too will the number of vehicles which causes continual traffic delays and delaying FENZ volunteers getting to the station during peak times but also responses by backup appliances. Furthermore, the anticipated increase in incident rates would exceed the capacity of the local volunteers posing an increased risk of collapse of the Volunteer Brigade.
- b. **Option 2: Yellow Watch (Mon-Fri 07:00-17:30).** This is the easiest of the options to implement and allows for a short-term solution through a Minor Building alteration before realising a longer-term solution that would require an extensive building redevelopment.
 - i. Option 2A: with minor building alteration (short term). The changes would require either the opening of two rooms to accommodate a watch room for a crew of 4 and/or a port-a-com for the additional turnout and storage of career staff. This would immediately ease the response requirements of the Volunteers during peak call times. The risk is that without a port-a-com the station working areas are very tight for a yellow watch crew and any volunteers which could lead to a rift between the two. A Yellow watch crew could immediately undertake Risk Reduction activities providing an increased presence and improved community service. It is worth noting that both a Station Keeper or 2 crew yellow watch have been considered as the majority of the increased workload is medical and there is a dedicated response van. In the 80's and 90's Silverdale operated with a Station Keeper before going to a full yellow watch. The main reason for dismissing this is it will not assist in supporting turnouts to all of the Hibiscus Coast area (i.e. Silverdale FRA) where MAN911 could backup Silverdale again
 - ii. Option 2B: extensive building redevelopment for Yellow Watch staff (Medium to long term solution). This is the ideal solution as it allows a much more station friendly environment and a station that is fit for purpose (the cost of the redevelopment could be funded by the sale of the land behind the station). This solution would allow the volunteers to provide backup 24/7 to the community even though the yellow watch crew would do the bulk of the day calls.
- c. Option 3: Seven Day Yellow Watch. This solution would relieve Volunteer response impost and decrease response times alert to K1 across all day time calls to 90 seconds. However, Volunteers do not have issues responding at weekends thus this solution could result in challenges to volunteerism whereby the yellow watch staff would supersede volunteer turnouts on weekends when they were available to respond.
- d. Option 5: 24/7 Composite Career staff plus Volunteers. This solution is looking towards the future but would only be possible with a 2nd appliance and an enhanced building extension. Right now, the Volunteers are not having an issue responding nights and

weekends with their established numbers. Should be a consideration if doing a rebuild to allow for any failure in volunteerism.

42. **Preferred Option.** On balancing costs, benefits and risk it is recommended that Option 2B Yellow Watch (Mon-Fri 07:00-17:30) with building redevelopment be chosen. This solution offers savings in capital costs whilst considerable investment is spent on the Christchurch rebuild. Utilising the sale of the land behind the station would fund the project that being cost neutral, the station can be redeveloped to offer a fully functioning fire station fit for purpose to accommodate both Career and Volunteer and all appliances as current Volunteer Medical Response / Incident Support vehicle is currently in a fenced open roof enclosure in the carpark.

43. Furthermore, the introduction of a career yellow watch will:

- a. Support Volunteerism through assisting the volunteers in their current workload;
- b. Support Community by enable a reduction in Alert to K1 response times (90 seconds versus the current 300 seconds);
- c. Support Community by enable additional risk reduction activities that can be carried out in the area that are currently missed out simply due to the distance from the nearest career station.
- d. Support Volunteerism by providing a full crew backup response into Silverdale which will assist Silverdale responses particularly around the operational tactics available and risk assessment required when waiting for additional appliances which can result in better outcomes;
- e. Support Volunteerism by reducing impact on Silverdale Volunteers as they have been providing backup to the Manly area (MANL911 being a must backup appliance).

Request

44. The Fire Region Manager is requested to:

- a. NOTE the urban growth occurring to the north of Auckland;
- b. NOTE the risks to operational capability at Manly, Silverdale and Whangaparaoa Peninsula;
- c. ENDORSE the proposal to implement a Yellow Watch (Mon-Fri 07:00-17:30) at Manly Fire Station with supporting phased building redevelopments to provide the required infrastructure;
- d. SUPPORT this proposal to National Commander Urban for approval via SLT

Denis O'Donoghue
Area Manager
Waitemata Fire Area

Annexes:

- A. North Shore's Appliance Turnouts to Hibiscus Coast.
- B. Silverdale's Appliance Turnouts.
- C. NRRM Station Location Analysis.
- D. Manly Station Certificate of Title and Floor Plan (when built).

Non-Response Statistics: Incidents not responded to by Manly Fire Station over the past 3 years														
Year: 2015/16														
Incidents	12AM - 6AM			6AM - 12PM			12PM - 6PM			6PM - 12AM			Total	Annual Average
	Insufficient crew numbers	No Driver	Total	Insufficient crew numbers	No Driver	Total	Insufficient crew numbers	No Driver	Total	Insufficient crew numbers	No Driver	Total		
Vehicle Accident							1		1				1	0.3
Assist Public							1		1	1			1	0.7
Medical				2		2	1		1				3	1.0
False Alarms				4		4	1		1				5	1.7
Total				6		6	4		4	1		1	11	3.7
Year: 2016/17														
Incidents	12AM - 6AM			6AM - 12PM			12PM - 6PM			6PM - 12AM			Total	Annual Average
	Insufficient crew numbers	No Driver	Total	Insufficient crew numbers	No Driver	Total	Insufficient crew numbers	No Driver	Total	Insufficient crew numbers	No Driver	Total		
Medical	1		1	3		3	3		3				7	2.3
False Alarms				10		10	4		4				14	4.7
Hazardous Emergencies							1		1				1	0.3
Other Fires				1		1	1		1				2	0.7
Special Service Calls				2		2	2		2				4	1.3
Vehicle Accident				1		1							1	0.3
Structure Fires with damage				1		1							1	0.3
Total	1		1	18		18	11		11				30	10.0
Year: 2017/18														
Incidents	12AM - 6AM			6AM - 12PM			12PM - 6PM			6PM - 12AM			Total	Annual Average
	Insufficient crew numbers	No Driver	Total	Insufficient crew numbers	No Driver	Total	Insufficient crew numbers	No Driver	Total	Insufficient crew numbers	No Driver	Total		
Assist Public	2		2				1		1				3	1.0
Medical	10		10				7		7	3		3	20	6.7
Special Service Calls							2		2				2	0.7
False Alarms	3	1	4				3		3				7	2.3
Rescue	1		1				1		1				2	0.7
Vehicle Accident							3	1	4				4	1.3
Hazardous Emergencies							1		1				1	0.3
Other Fires							1		1				1	0.3
Structure Fires with no damage	1		1										1	0.3
Total	17	1	18				19	1	20				41	13.7
Only the following non-response reasons have been considered. • No Officer • No Driver • Not Recorded • Insufficient Crew.														

Annex B to Memo
Titled Operational Requirement: Manly Fire Station Operational Capability
Dated 24 May 2018

Silverdale's Appliance Turnouts

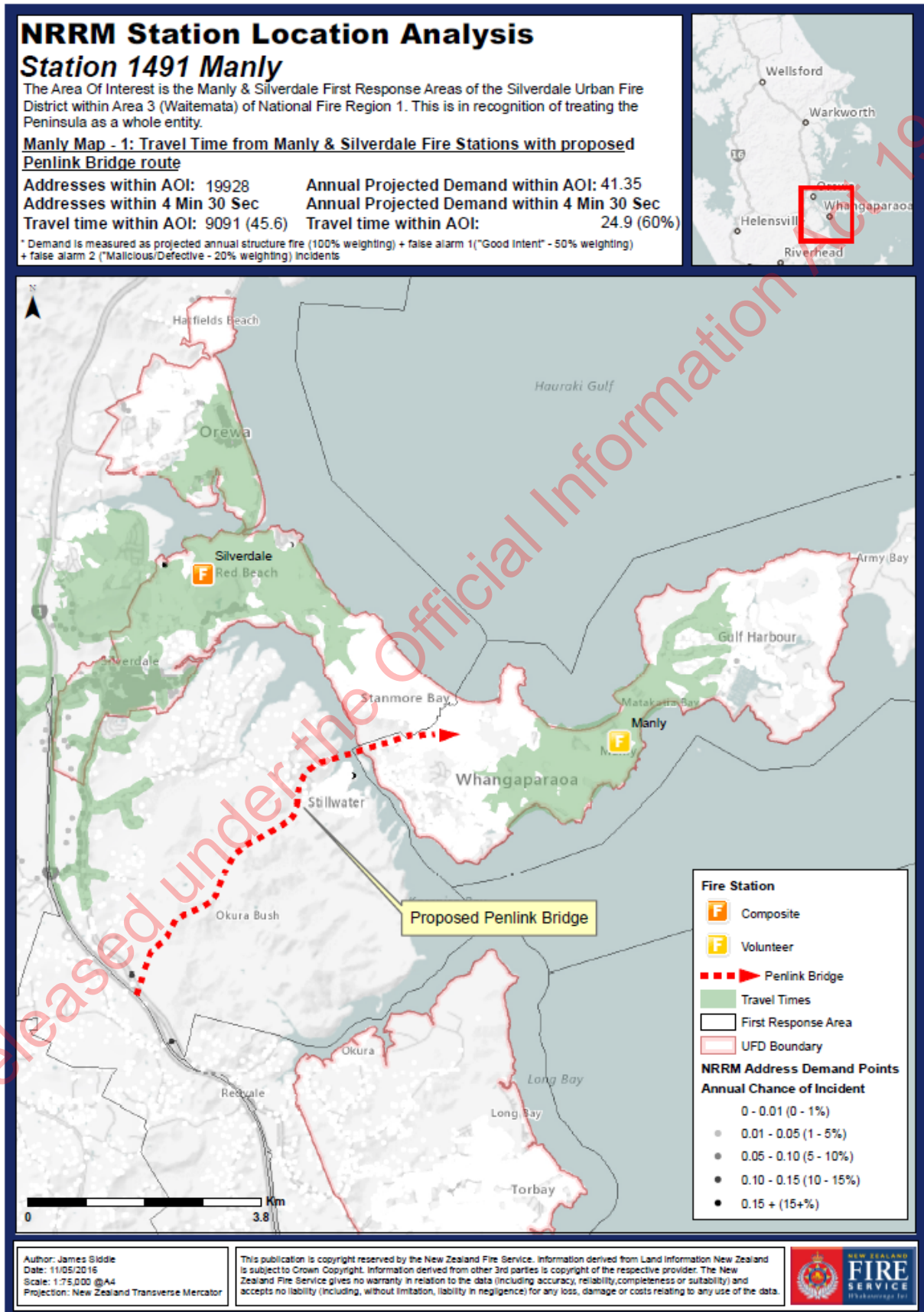
Responses by Call Signs from Silverdale in the past 3 years				
Incidents		2015/16	2016/17	2017/18
SILV901	Assist Public	11	24	27
	False Alarms	152	187	182
	Hazardous Emergencies	6	7	7
	Heat/Pressure	9	9	4
	Medical	76	71	195
	Other Fires	59	74	47
	Other Structure Fires			1
	Rescue	27	43	7
	Special Service Calls	19	28	14
	Structure Fires with damage	13	11	15
	Structure Fires with no damage	15	10	11
	Vegetation Fires	24	30	23
	Vehicle Accident	34	39	84
	SILV9011	Assist Public		
False Alarms		4	3	3
Hazardous Emergencies		1		
Medical			1	
Other Fires		9	11	7
Other Structure Fires				1
Structure Fires with damage		4	8	5
Structure Fires with no damage			2	
Vegetation Fires		21	21	14
Vehicle Accident		1	1	
SILV907	Assist Public	14	12	43
	False Alarms	143	187	172
	Hazardous Emergencies	13	10	11
	Heat/Pressure	9	7	5
	Medical	82	74	148
	Other Fires	41	49	32
	Other Structure Fires			1
	Rescue	35	40	17
	Special Service Calls	19	46	27
	Structure Fires with damage	11	13	14
	Structure Fires with no damage	13	7	13
	Vegetation Fires	21	28	20
	Vehicle Accident	50	71	113
SILVOSU1	Assist Public	3	9	7
	False Alarms	3	3	3
	Hazardous Emergencies	4	3	1
	Heat/Pressure	1	1	
	Medical	24	7	14
	Not Recorded			1
	Other Fires	2	6	5
	Other Structure Fires			1
	Rescue	11	19	8
	Special Service Calls	19	18	5
	Structure Fires with damage	10	12	11
	Structure Fires with no damage	1	3	1
	Vegetation Fires	5	5	4
Vehicle Accident	50	43	72	
Total		1,069	1,253	1,397

**Annex C to Memo
Titled Operational Requirement: Manly Fire Station Operational Capability
Dated 24 May 2018**



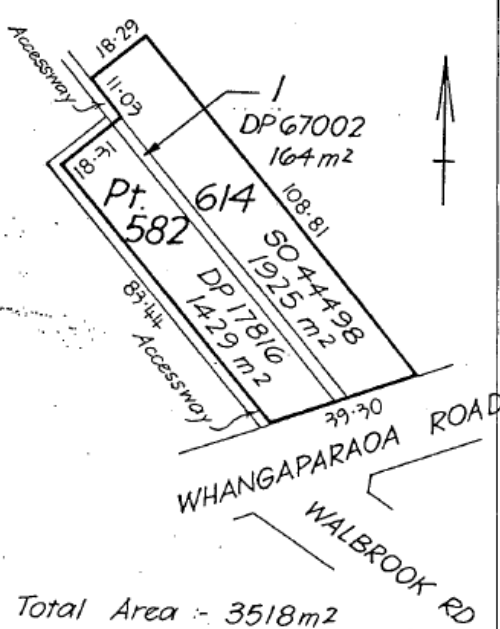
North Shore Appliance Turnouts to Both Manly and Silverdale

Incidents Attended by at least one of the North Shore appliances (831,851,807,811,821)										
Incident ID	Manly Volunteer Fire Brigade (Auxiliary)				Silverdale Station				Total	Total
	0600 - 1200	1200 - 1800	Other Times	Total	0600 - 1200	1200 - 1800	Other Times	Total		
2015/16		5		5	54	49	5	108	113	
2016/17	9	7	1	17	38	50	10	98	115	
2017/18	6	9	2	17	52	59	10	121	138	
Incidents Attended by Individual Appliances										
Incident ID	Manly Volunteer Fire Brigade (Auxiliary)				Silverdale Station				Total	Total
	0600 - 1200	1200 - 1800	Other Times	Total	0600 - 1200	1200 - 1800	Other Times	Total		
2015/16	ALBA851		1	1	16	8	2	26	27	
	EAST831		3	3	39	43	3	85	88	
	TAKA807		1	1	3	4		7	8	
	BIRK821					1	1	2	2	
	DEVO811		1	1	1	2		2	3	
	Total		6	6	6	58	58	6	122	128
2016/17	ALBA851	4	3	1	8	7	11	3	21	29
	DEVO811					2		2	2	
	EAST831	4	4		8	29	36	7	72	80
	TAKA807	1	2		3	5	7	2	14	17
	BIRK821						2		2	2
	Total	9	9	1	19	43	56	12	111	130
2017/18	EAST831	2	6		8	24	26	6	56	64
	TAKA807	2	3		5	10	8	5	23	28
	ALBA851	3	4	2	9	24	27		51	60
	BIRK821		1		1	2	1		3	4
	DEVO811					1			1	1
	Total	7	14	2	23	61	62	11	134	157
Total	16	29	3	48	162	176	29	367	415	

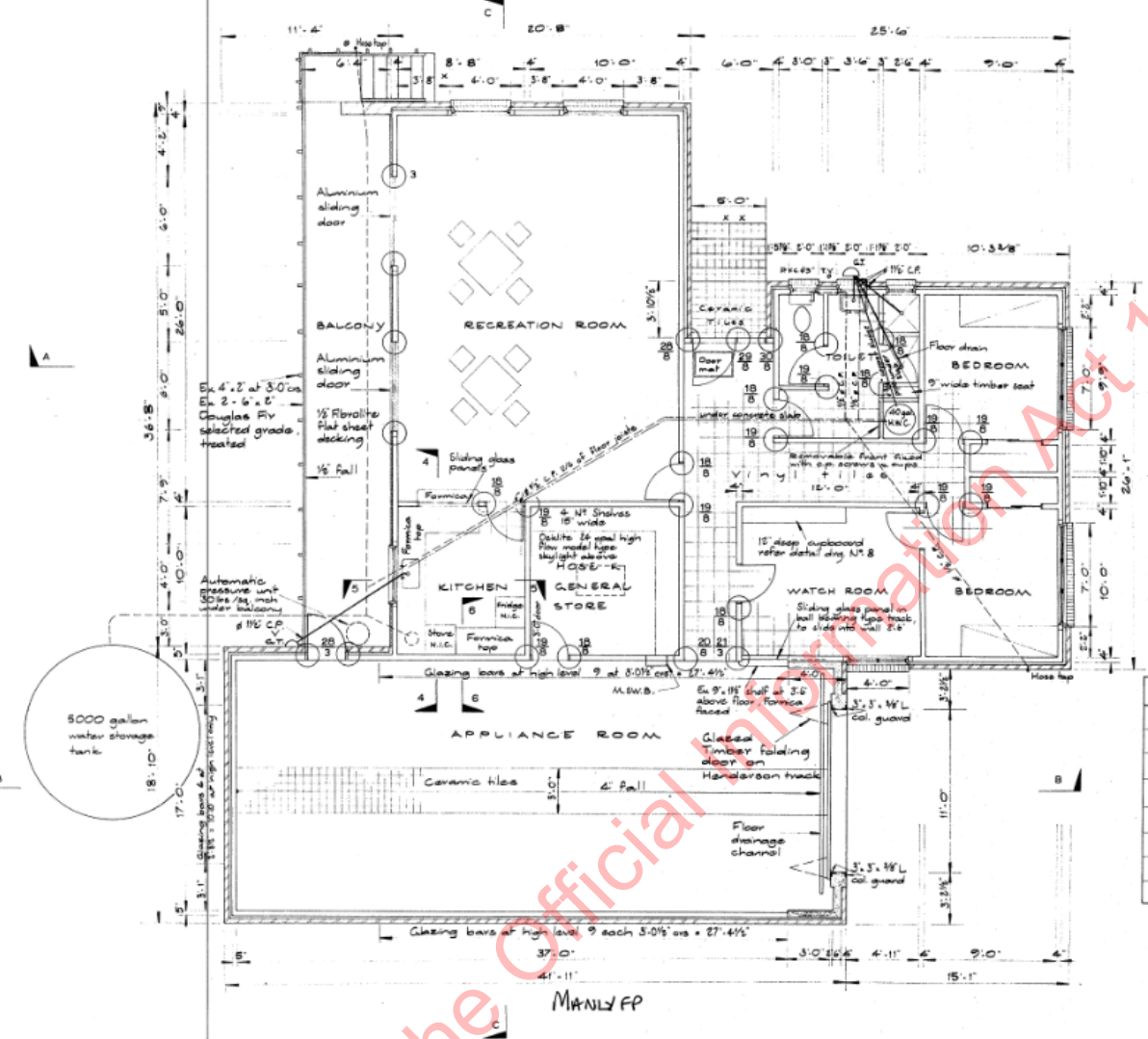
NRRM Station Location Analysis



Manly Station Certificate of Title and Floor Plan (when built)

<p><i>References</i> Prior C/T 54D/157 & 56B/902</p> <p>Transfer No. N/C. Order No. B.393029.1</p>		<p>Land and Deeds 69</p> <p style="font-size: 2em; transform: rotate(90deg);">55B/1248</p>
<p>CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT</p>		
<p>This Certificate dated the 19th day of March one thousand nine hundred and eighty five under the seal of the District Land Registrar of the Land Registration District of North Auckland</p>		
<p>WITNESSETH that THE NEW ZEALAND FIRE SERVICE COMMISSION</p>		
<p>is seized of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial underwritten or endorsed hereon) in the land hereinafter described, delineated with bold black lines on the plan hereon, be the several admeasurements a little more or less, that is to say: All that parcel of land containing 3518 square metres more or less being Allotment 614 Parish of Waiwera and Lot 1 Deposited Plan 67002 being part Allotment 615 Parish of Waiwera and part Lot 582 Deposited Plan 17816 being part Allotment 18 Parish of Waiwera.</p>		
		
		<p><i>[Signature]</i> Assistant Land Registrar</p>
<p><u>Interests at Date of Issue:</u></p> <p>Subject to the restrictions and conditions imposed by Section 59 of the Land Act 1948 (affects part)</p> <p>Fencing covenant in Transfer 387575 (affects part)</p>		
		<p>RODNEY COUNTY</p>
		
<p>No. 55B/1248</p>	<p>Measurements are Metric</p> <p>Total Area :- 3518m2</p> <p>R.M. D.D.</p>	

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NOTE:
 1. Cold water
 2. Hot water
 3. Wastes & drain

All interior doors
 6'-6" x 2'-6" or 3'
 Flush hollow cover
 Door to Balcony
 6'-6" x 2'-6"
 Flush solid cover
 with glass panel

Sliding coreboard
 to Wardrobes
 on Bangor set W
 finished opening
 3'-11 1/2"

Main entry door
 6'-8" x 3'-5"
 Timber with
 glass panels

SCHEDULE OF FITTINGS

NO	ITEM	MAKE	DESC
1	W.C. Pan	British	Household Flap seat Centre P metal chrome
2	W.C. Cistern	Dun'	
3	Wash Hand Basin	British	20" x 12" so white en 5/16" x 15
4	Kitchen Sink	Mensor	19" dia 5/16" x 15
5	Shower Tray	Mensor	19" dia 30" x 4"
6	Water Sink Hot Water Cylinder	Zip'	Shower tray in 5 gallon Quaker model
7	Water Reservoir	Pennsont	5000 gal interior 52 1/2" x 36"

BECA CARTER HOLLINGS & FERNER
 CONSULTING CIVIL, STRUCTURAL, MECHANICAL & ELECTRICAL ENGINEERS
 CNO CODE 4 NELSON STREET, AUCKLAND, PHONE 33 647
 T. W. SMALLFIELD AMICE MNZIE
 COUNTY ENGINEER

PROPOSED MANLY FIRE STATION
 WAITEMATA COUNTY COUNCIL

DATE: September 1952
 Designed: J.P.
 Drawn: J.P.
 Traced: J.P.
 Checked: J.P.
 SCALE: 1/4" = 1'-0"
 MAN REVISION
 X STAVE 1/15/52
 X X STAVE 1/20/52
 * HANDE REP

MANLY
 FLOOR PLAN AND PLUMBING
 DETAILS

Released under the Official Information Act 1982