

Station boundaries

New policy number:	19
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Owner:	Chief Information Officer (CIO)
Responsible work team:	Planning & Performance

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1 Station boundaries

- 1.1 In the majority of cases, the boundary line between two stations' grounds are plotted so that premises on **both** sides of a road forming the perimeter are on one station's ground; i.e. new boundaries will not be drawn down the centre of a road, unless there are specific access problems, such as dual carriageways. Adjustment of boundaries will only be made in those cases necessitated by the opening of new stations, closure of stations and new developments.
- 1.2 In defining actual boundaries, the following principles are applied:
- (a) Irrespective of a station boundary, every effort will be made to send the nearest available pumping appliance.
 - (b) Where possible any road used as a boundary should be wholly within the administrative ground of one station. Where, because of its length, a road is split between two or more stations, the split will normally be at some clearly recognised geographical feature such as a road junction or bridge.
 - (c) All premises which are addressed within the perimeter road are the administrative responsibility of the station on whose ground the perimeter road lies.
 - (d) It should not be necessary for appliances to cross their station boundary in order to gain access to premises or property within their own station's ground.
 - (e) Cul-de-sacs and roads which can only be entered by appliances from the perimeter road are deemed to be on the same station ground as the perimeter road.
 - (f) Where the boundary line follows a river or railway, the line will normally be drawn on one side to define clearly the responsibility for incidents on the river or railway. Where the boundary is the River Thames, the boundary is drawn to the centre of the river.

Document history

Assessments

An equality, sustainability or health, safety and welfare impact assessment and/or a risk assessment was last completed on:

EIA		SDIA	L - 01/09/11	HSWIA	25/04/18	RA	
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Audit trail

Listed below is a brief audit trail, detailing amendments made to this policy/procedure.

Page/para nos.	Brief description of change	Date
Page 3, para 1.1	First line - It was decided that in all future boundary - now reads For all future boundary.	09/06/2009
Page 3, Last para	Changes made to this paragraph - First line (The plotting of boundaries in this way enables Control to identify readily from the attendance card). Should now read - The plotting of boundaries in this way enables Control to identify the responsible station. Line four wrong station or Division should now read to the wrong station.	09/06/2009
Page 3 Para 1.3	Minor changes throughout to keep document current. This paragraph on explanation of plotting of boundaries has been removed.	09/03/2012
Page 3	Subject list and FOIA exemptions tables.	28/10/2014
Throughout	Reviewed as current with no changes.	04/03/2015
Page 1	This policy has been reviewed as current with changes made to the owner title. (This reflects the replacement of London Fire Emergency Planning Authority to London Fire Commissioner).	24/04/2018
Throughout	Reviewed as current with no changes.	13/05/2021
Throughout	Reviewed as current with no changes.	05/01/2024

Subject list

You can find this policy under the following subjects.

Fire stations	Geography
Maps	Station boundaries

Freedom of Information Act exemptions

This policy/procedure has been securely marked due to:

Considered by: (responsible work team)	FOIA exemption	Security marking classification