

Freedom of Information request: Reference number FOI2026/00654

Date of request: 8th June

Request:

I am seeking clarification regarding the formal designation of emergency access routes at Baltimore Wharf, London E14, specifically in the vicinity of the nursery premises located within the development.

The managing agent has stated that certain estate roads and accessways are designated emergency access routes which must remain clear at all times. This justification has been cited in relation to strict parking enforcement in the area.

I would be grateful if you could confirm:

Whether the relevant estate roads at Baltimore Wharf are formally designated emergency access routes under fire safety or operational requirements;

Whether there are specific requirements for such routes to be marked with visible "Fire Route – No Stopping" signage or road markings;

Whether London Fire Brigade has issued any formal instruction, notice or requirement to the managing agent regarding maintaining those routes clear;

Whether there are minimum access width or obstruction tolerance standards applicable in this context.

This request is made for clarification purposes only.

Response:

1. Whether the relevant estate roads at Baltimore Wharf are formally designated emergency access routes under fire safety or operational requirements:

The access routes for fire appliances are marked with red arrows. Barriers on the access roads require FB keys. Concierge is present 24/7 and briefed to meet fire service on site and direct them.

2. Whether there are specific requirements for such routes to be marked with visible "Fire Route – No Stopping" signage or road markings; :

Approved Document B Version 1 – Dwellings section requirement B5 – Access and Facilities for the fire service. In the guidance, there is no requirement for routes to be marked as "fire route – Not Stopping" the guidance states that a typical fire and rescue service vehicle access route is defined in Table 13.1 below

Table 13.1 Typical fire and rescue service vehicle access route specification

Appliance type	Minimum width of road between kerbs (m)	Minimum width of gateways (m)	Minimum turning circle between kerbs (m)	Minimum turning circle between walls (m)	Minimum clearance height (m)	Minimum carrying capacity (tonnes)
Pump	3.7	3.1	16.8	19.2	3.7	12.5
High reach	3.7	3.1	26.0	29.0	4.0	17.0

NOTES:

1. Fire appliances are not standardised. The building control body may, in consultation with the local fire and rescue service, use other dimensions.
2. The roadbase can be designed to 12.5 tonne capacity. Structures such as bridges should have the full 17-tonne capacity. The weight of high reach appliances is distributed over a number of axles, so infrequent use of a route designed to accommodate 12.5 tonnes should not cause damage.

Whether London Fire Brigade has issued any formal instruction, notice or requirement to the managing agent regarding maintaining those routes clear;

Information can be found on the LFB Public Register for any notice issued on the premises. An Enforcement Notice is active on 122 East Ferry Wharf, however, is not in regards for London Fire Brigade Appliance access.

Whether there are minimum access width or obstruction tolerance standards applicable in this context.

Approved Document B Version 1 – Dwellings Table 13.1 as above sets out the minimum widths of road between kerbs, turning circles, weight capacity of the roads.

Your request has been handled in accordance with the Freedom of Information Act 2000. Further information about making requests for information is available on our website: <https://www.london-fire.gov.uk/about-us/transparency/request-information-from-us/>