

# M145-25

Sophie Williams, Deputy Harbour Master

Published: 17/11/2025

Expires: 21/09/2026

Kings Reach



## Kings Reach - Charing Cross Railway Bridge & Golden Jubilee Footbridges: Arch Restrictions

### NOTICE TO MARINERS

## Kings Reach - Charing Cross Railway Bridge & Golden Jubilee Footbridges: Arch Restrictions

**This Notice supersedes and replaces M63-25, which is hereby cancelled.**

**Summary of changes: "No. 5 Arch Restrictions" changed from reduced headroom to variable restrictions (Reduced Headroom/Closures).**

Contractors working on behalf of Network Rail continue refurbishment works on Charing Cross Rail Bridge. These works are currently restricting navigation in arches No. 4 and 5 of Charing Cross Rail and the Golden Jubilee Footbridge.

As the works progress, the revised arch restrictions (from 15th December 2025) will be as follows:

- No. 4 Arch. Closed to Navigation
- No. 5 Arch. Variable Restrictions (Reduced Headroom/Closures)

### No. 4 Arch Closed to Navigation

Charing Cross No. 4 Arch and the associated Golden Jubilee Bridge arches are closed to navigation. No. 4 Arch is expected to remain closed to navigation until early 2026.

For the duration of the closure of No. 4 Arch, non-reporting vessels should navigate the remaining arches as follows:

- No. 1 Arch – Permitted vessels as per existing procedures
- No. 2 Arch – Inbound traffic
- No. 3 Arch – Outbound traffic

Reporting vessels should where safe and practicable use the arches as designated for non-reporting vessels. However, where this is not practicable reporting vessels operating under General Direction 30 may use No. 3

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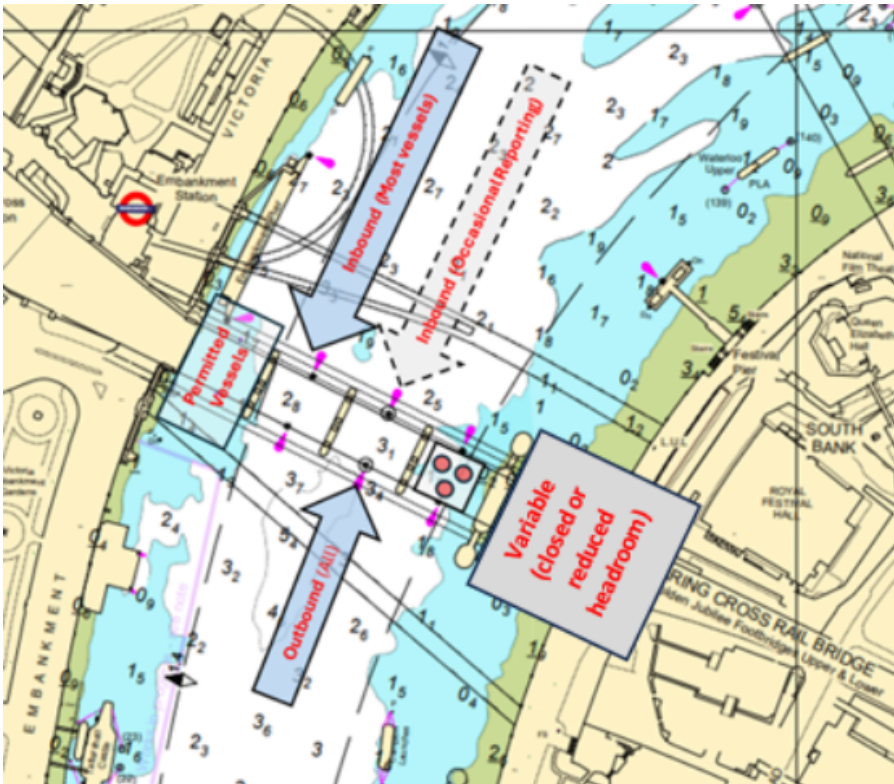
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### NOTICE TO MARINERS

Arch inbound.



**Therefore, all vessels must navigate with caution, full regard to General Direction 30 and the special (isophase) light system.** This includes the provision that:

“(30.3) When the special signal light is illuminated:

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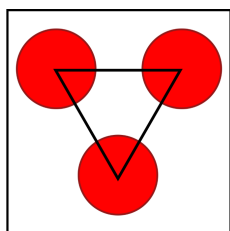
(a) Vessels which are not Reporting Vessels **must not impede the safe passage of a Reporting Vessel** that has activated a special signal light on a bridge arch, whilst it is navigating that bridge arch;

(b) when two or more Reporting Vessels are approaching an arch from opposite directions, the Vessel navigating against the direction of the tidal stream must ease speed, stop, or if conditions allow use an alternative arch."

**Due to the circumstances at Charing Cross Rail Bridge throughout these works, non-reporting vessels must not transit No. 3 Arch under an illuminated special light until the reporting vessel is finally past and clear.**

For the duration of the works, there will be an **additional reporting point** for **inbound** reporting vessels when passing **HMS WELLINGTON**. Reporting vessels must advise London VTS which arch they intend to use at Charing Cross Bridge.

Arches closed to navigation will be marked in accordance with the Port of London Authority (PLA) Thames Byelaws 2012 as depicted and by night lit with three red lights in a downward triangle.



**Closed to  
navigation**

### No. 5 Arch Restrictions - Variable Restrictions (Reduced Headroom/Closures)

Between 15th December 2025 and September 2026, the status of No 5 Arch will vary between being to open to navigation with reduced headroom and closed to navigation. The status of the bridge will be indicated primarily by the signage on the bridge itself, which will be as follows:

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**Closed** – When closed to navigation No 5 Arch will be marked in accordance with the Port of London Authority (PLA) Thames Byelaws 2012:

- By Day – three red discs 0.6 metres in diameter at the points of an equilateral triangle with the apex downwards and the base horizontal.
- By Night – three red lights in similar positions to the discs displayed by day.

**Reduced headroom** – When the headroom is reduced in No 5 Arch this will be signalled in accordance with the Port of London Authority Thames Byelaw 36.1 namely:

- By Day – A bundle of straw large enough to be easily visible and displayed at the height of restricted headroom;
- By Night – A white light in place of the bundle of straw.

The head room will be **reduced by no more than 1 meter** and vessels must navigate with particular caution having full regard to the overhead works. The individual **arch clearance of Charing Cross No. 5 arch will be 5.8m above MHWS.**

The expected status of No. 5 Arch is:

Arches closed to navigation will be marked in accordance with the Port of London Authority Thames Byelaws 2012 namely:

- By day, three red discs 0.6 metres in diameter at the points of an equilateral triangle with the apex downwards and the base horizontal
- By night, three red lights in similar positions to the discs displayed by day.

The expected status of No. 5 Arch is:

| Arch | Works Start Date   | Works End Date      | Navigational Information |
|------|--------------------|---------------------|--------------------------|
| No.5 | 17th November 2025 | 14th December 2025  | Reduced headroom         |
| No.5 | 15th December 2025 | 6th March 2026      | Closed to Navigation     |
| No.5 | 7th March 2026     | 19th April 2026     | Reduced headroom         |
| No.5 | 20th April 2026    | 29th May 2026       | Closed to Navigation     |
| No.5 | 30th May 2026      | 16th August 2026    | Reduced headroom         |
| No.5 | 17th August 2026   | 11th September 2026 | Closed to Navigation     |

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| Arch                                                                                                                                                                                                                                                                                                                                                                               | Works Start Date    | Works End Date | Navigational Information              |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|----------------|---------------------------------------|
| No.5                                                                                                                                                                                                                                                                                                                                                                               | 12th September 2026 | Onwards        | Open to navigation; nil restrictions. |
| <p><i>Works are expected to take place Monday to Friday. Where feasible, the status of arches will be adjusted over weekends to minimize disruption e.g. changing from “closed” to “reduced headroom.” Mariners are advised to follow all bridge signage.</i></p> <p><i>Please note: dates may vary by up to five days without amendment to this Notice to Mariners (NtM).</i></p> |                     |                |                                       |

### Moorings

To support the engineering moorings have been placed in Charing Cross No.4. The extent of these moorings will remain within the footprint detailed below. Vessels should navigate with due regard to these moorings.

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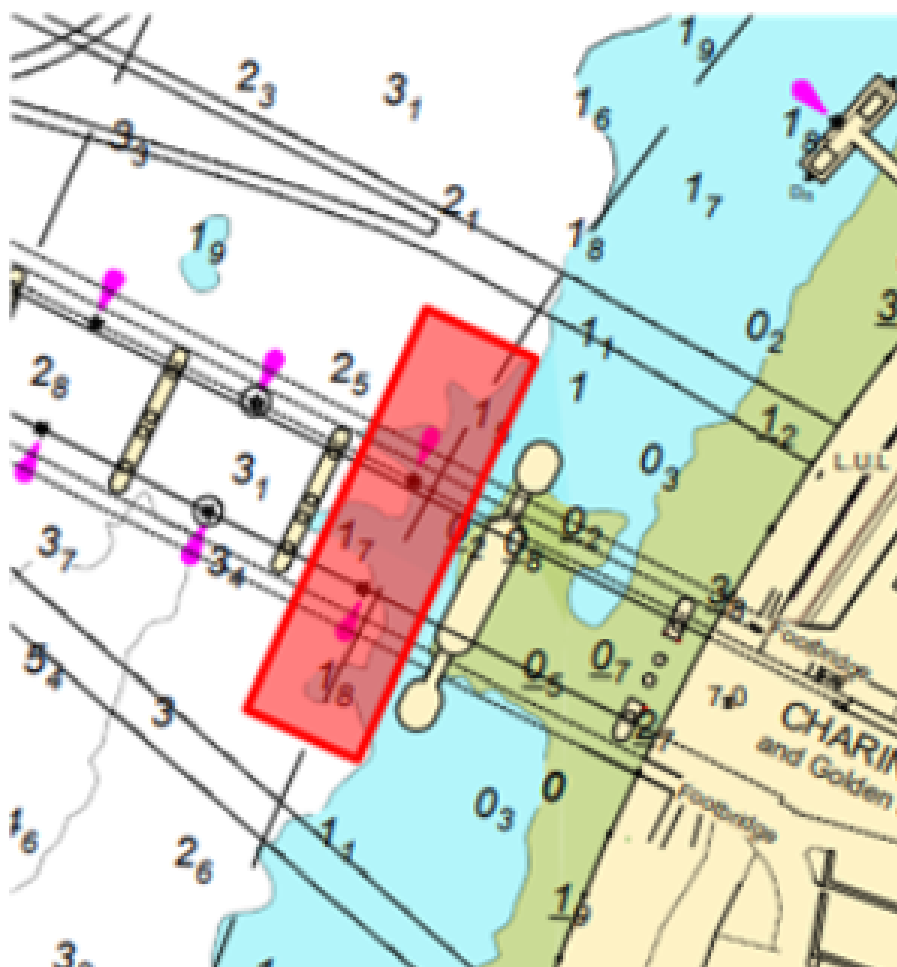
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### NOTICE TO MARINERS



### Speed Reductions

Requests for vessels to proceed with caution or pass at slow speed will be made by London VTS on **VHF ch.14**, in accordance with the Port of London Authority's Port Information Guide, under 'London VTS', section 4. International Code Flags 'Romeo Yankee (RY)' will be displayed accordingly.

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Port of London Authority  
London River House, Royal Pier Road,  
Gravesend, Kent DA12 2BG

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### NOTICE TO MARINERS



Romeo  
Yankee

#### Vessel Movements

Tugs, work boats and barges will operate in the vicinity of the bridge works at various stages of the works and remain within the closed arch. A safety boat will be in attendance and will at times cross the channel to Embankment Pier.

Persons in charge of vessels are to navigate with particular care and proceed at slow speed when passing the works.

Works will be supported by an attending safety boat maintaining a listening watch on VHF Channel 14.

Further details will be broadcast by London VTS on **VHF Channel 14**.

Any future changes will be promulgated by notice to mariners.

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