

Kings Reach - Charing Cross Railway Bridge & Golden Jubilee Footbridges Arch 4 Closure

NOTICE TO MARINERS

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Contractors working on behalf of Network Rail will shortly begin refurbishment works of Charing Cross Rail Bridge. During these works, scaffolding will be erected on arches No 4, 5, and 6. Further to this, construction barges will be moored in No. 4 Arch requiring the installation of mooring buoys. These works involve the closure of arches to navigation.

No. 4 Arch Closed to Navigation

On or about **Thursday 20th February**, Charing Cross No. 4 Arch and associated Golden Jubilee Bridge arches will be closed to navigation. No. 4 Arch is expected to remain closed to navigation **until February 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 Arch inbound.

Telephone calls, VHF radio traffic, CCTV and radar traffic images may be recorded in the VTS Centre



M18-25

Sophie Williams, Deputy Harbour Master

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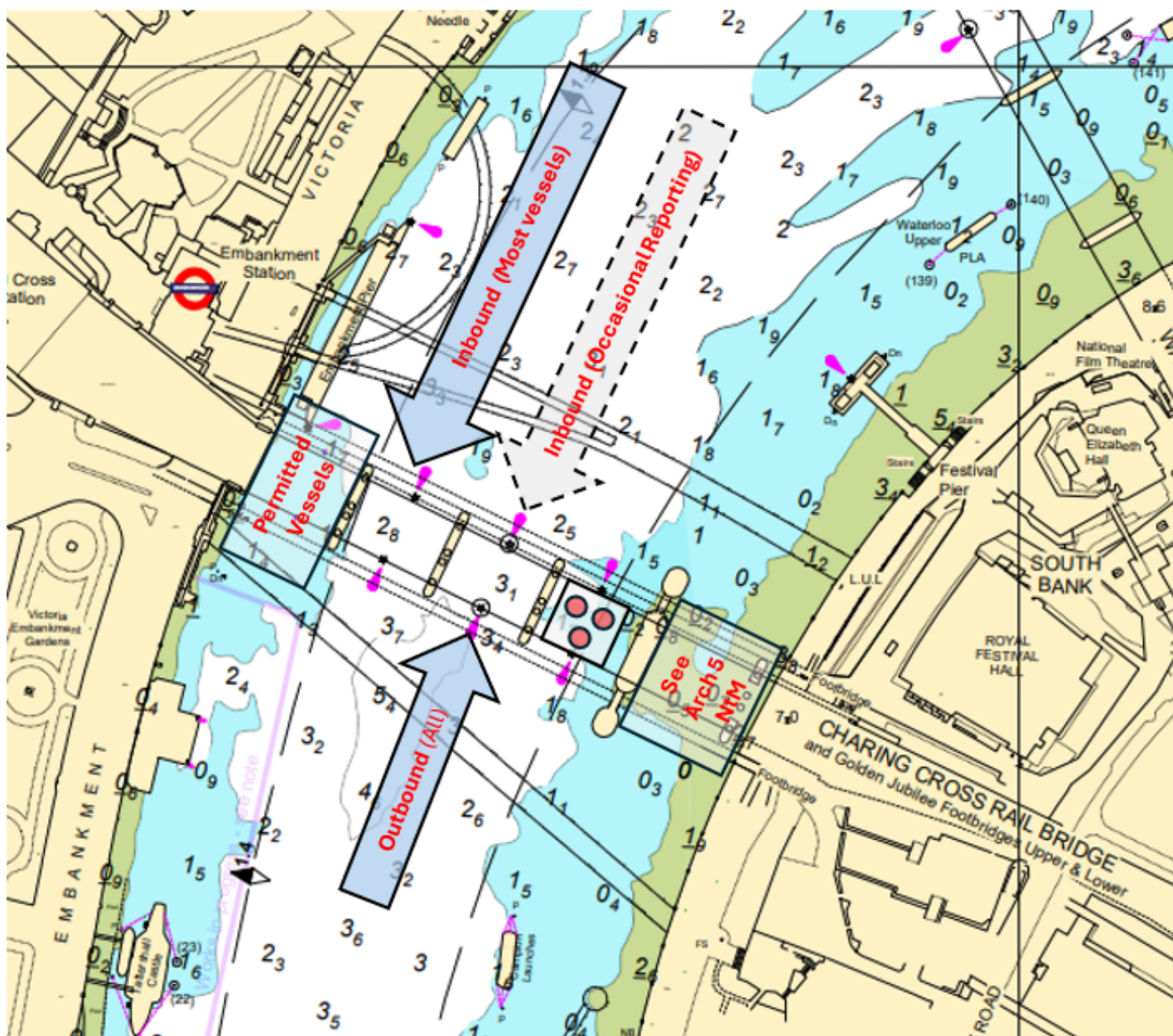
Expires: 02/03/2026

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All vessels must navigate with caution and with 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:

- (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.

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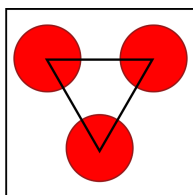
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**Closed to
navigation**

Other Arches Closed to Navigation

Further arch restrictions to Charing Cross No. 5 are promulgated by a separate Notice to Mariners.

Moorings

To support the engineering works new moorings will be laid in Charing Cross No.4. The extent of these moorings will remain within the footprint detailed below. A PLA chart correction will be published to this effect.

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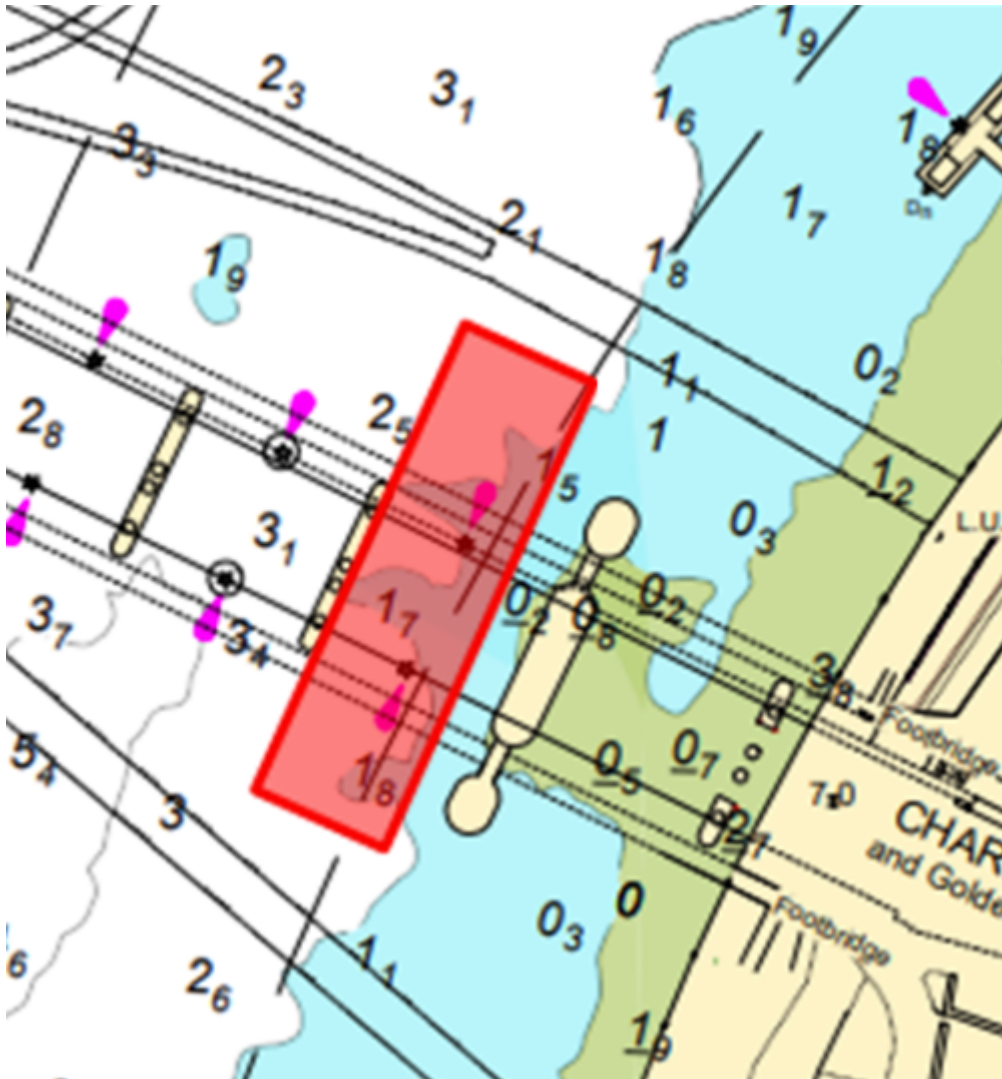
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Vessels should navigate with due regard to these moorings.

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

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4. International Code Flags 'Romeo Yankee (RY)' will be displayed accordingly.

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.

All works vessels underway will maintain a continuous VHF watch on VHF Channel 14.

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

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

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