

M63-25

Sophie Williams, Deputy Harbour Master

Published: 30/04/2025

Expires: 31/03/2026

Kings Reach

OF

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 M4-25 and M18-25, which are hereby cancelled.

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 9th May 2025) will be as follows:

- No. 4 Arch. Closed to Navigation
- No. 5 Arch. Reduced Headroom

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 March 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



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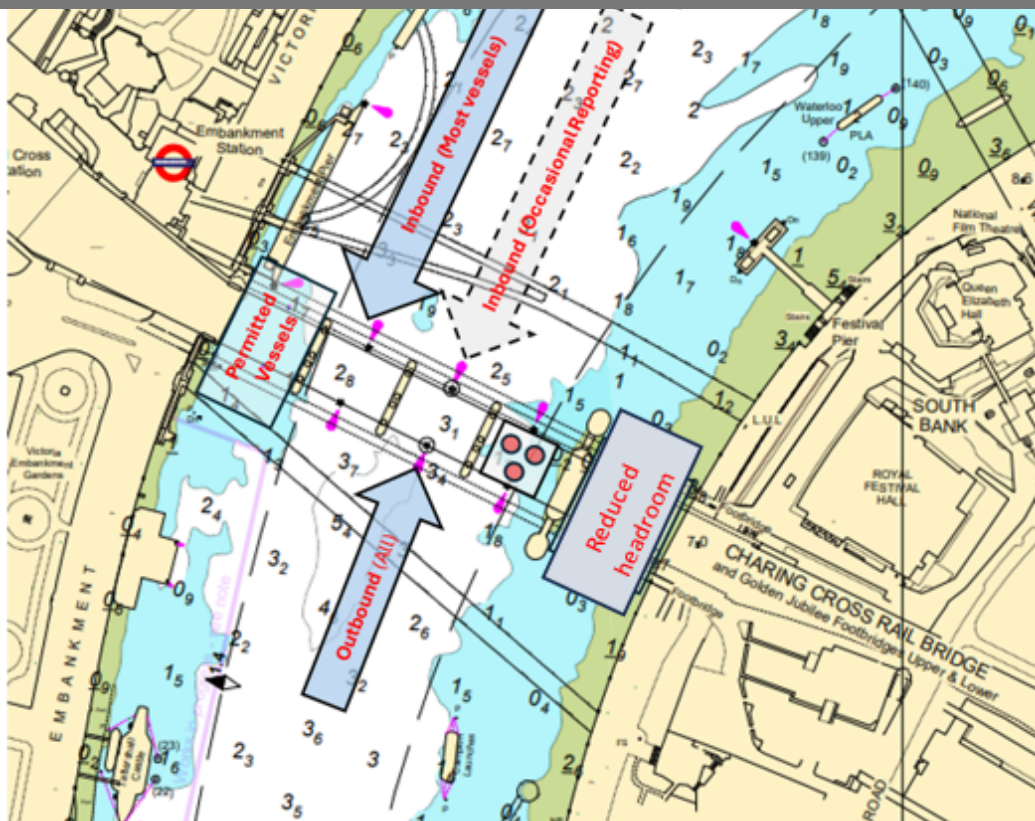
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Therefore, all vessels must navigate with caution, full regard to [General Direction 30](#) and the special (isophase) light system. This includes the provision that:

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

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Port of London Authority
London River House, Royal Pier Road,
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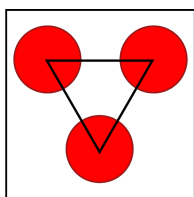
(a) Vessels which are not Reporting Vessels **must not impede the safe passage of a Reporting Vessel** that has activated a special signal light on a bridge arch, whilst it is navigating that bridge arch;

(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 - Reduced Headroom

On or about 10th May 2025 No 5 Arch will transition from being closed to navigation (with signage as per Thames Byelaw 36), to open to navigation with reduced headroom. This change of status will allow restricted

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use of the arch, while works continue within the shrink-wrapped scaffolding.

Where the headroom is reduced 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.**

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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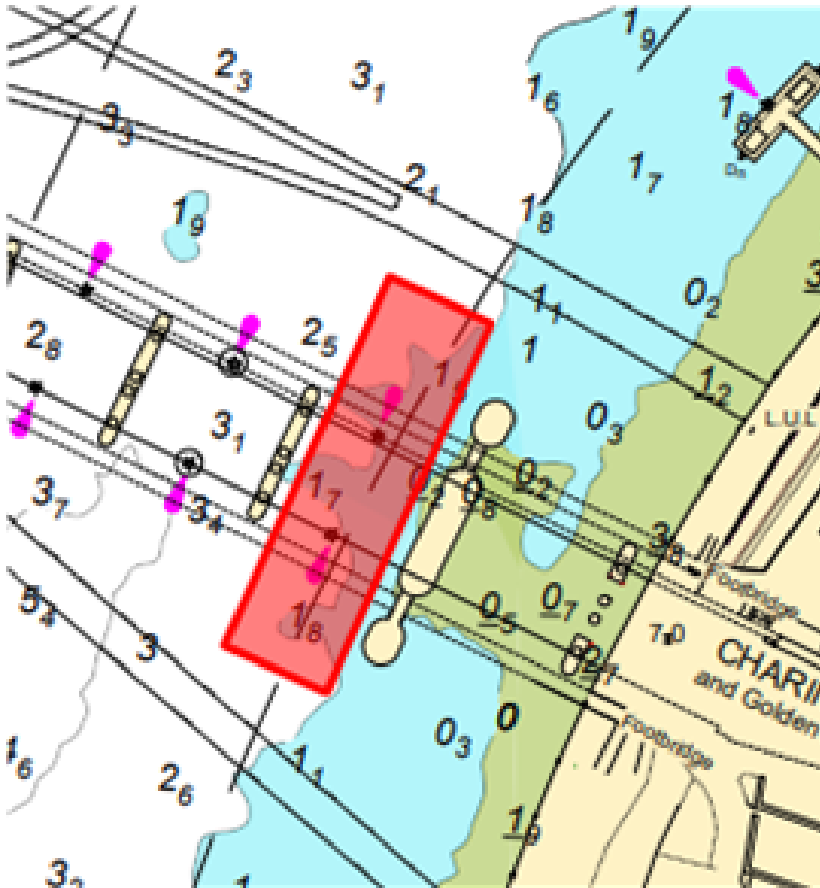
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Speed Reductions

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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**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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