

Protective Marking	Restricted – Official Dispose of as confidential waste
FOIA exemption	No
Suitable for Publication Scheme	Yes
Title and version	Metropolitan Police Film Unit – Protocols to filming on the move v3.5
Purpose	Protocols for productions filming in London
Relevant to	Police Officers, Film London, Production companies, filming students.
Summary	As purpose
Author	MPS Film Unit
Creating Branch Code and OCU	MO8 Roads & Transport Policing Command
Date created	21.11.2024
Review Date	21.11.2025

GSC - OFFICIAL

MO8 Roads & Transport Policing Command

Metropolitan Police Film Unit

Protocols to Filming on the Move

Version 4.0



Contents

Introduction.....	5
A Frame	7
Protocols	8
Bonnet and/or side mounted cameras.....	9
Protocols	10
Ghost registration plates.....	11
Protocols	12
Filming with replica Police/Emergency vehicles	13
Protocols	14
Front or side platforms.....	15
Protocols	15
Low Loaders.....	16
Protocols	17
Mini Loaders - Motorbikes	18
Protocols	19
Motorcycle Tracking.....	20
POD Cars.....	21
Protocols	22
Quad Bikes	23
UCRANE.....	24
Protocols	24
Stunt/Precision Driving.....	26
Protocols	27
Split Tailgates.....	28
Protocols	29
Electric Small Tracking Vehicles.....	30
Protocols	30
Standard Tracking Vehicles.....	31
Protocols	32
Tracking Vehicles with Jib Arm.....	33
Tracking vehicles With Telescopic Arms.....	34
Array Vehicles	35
Unregistered Vehicles	37
Protocols	38
HEALTH AND SAFETY	39

GSC - OFFICIAL

FILM LONDON - CODES OF PRACTICE	40
COVID-19	40
Governance & Consultation	41

Introduction

The purpose of this document is to provide clarity for productions and camera vehicle companies that plan to film on the move in London, as to when a police presence is and is not required during filming. It also provides the same guidelines to Borough Film Services for use when considering filming requests to film on the move on public roads within their respective boroughs.

The Metropolitan Police Service (MPS) Film Unit manages complex commercial filming across London and provides officers where filming is taking place on location in London and the filming requires police assistance. Annually the Film Unit provide officers for approximately 2000 filming days and is part of the Film London Partnership, supported by the Department of Culture, Media and Sport, the MPS, the Mayor Of London and Film London.

The MPS Film Unit is the single point of contact for advising, managing and assisting the film industry when filming on the move on the roads covered by the 32 London Boroughs (City of London is not included). We are able to advise productions on the most effective way to film on the move, provide 'no objections' and of course deploy officers to assist where required.

The MPS Film Unit work very closely with Film London and supporting, enforcing their Code of Conduct, Film offices, local authorities and outside agencies.

Although not responsible for what takes place within them, for productions planning extensive driving sequences the MPS Film Unit will liaise with the Location Manager, Stunt Co-coordinator and traffic management company to enable a 'joined up' approach to be taken towards reducing risk and ensuring the safety of the public, as well as that of cast and crew. The MPS Film Unit is also able to provide marked police vehicles to implement a 'Rolling Road' to assist with the safety of members of the public, the film crew and other road users and to ensure that hero vehicles, action vehicles and camera vehicles do not endanger or come into contact with other road users.

The following guidelines apply to public roads/places only. Some locations may not be a public road but still fall under Road Traffic Act legislation because they are public places. If you are on private land which is not open to the public, then Road Traffic legislation does not apply.

Filming should only be completed from vehicles that are made or adapted for such purposes. The Metropolitan Police do not condone filming from front platforms unless the vehicles have the appropriate certification from the Driver Vehicle Standards Agency (DVSA) or from bonnet or side mounted cameras without a police escort.

Tracking vehicles and support and hero vehicles MUST all be road registered and legal for driving on public roads. Must have Tax and be fully insured for their purpose and current MOT (if applicable).

GSC - OFFICIAL

Overseas imports must be registered somewhere in the world. Please refer to UK Government instructions. Pre-production vehicles that are NOT registered anywhere in the world ARE NOT allowed to be driven on public roads.

Productions can film from inside a vehicle as long as the camera person is restrained with suitable straps and to suitable load-bearing anchorage points. Equipment should be secured with different straps for the camera operator to prevent the camera from becoming a dangerous projectile. All doors are to be secured in the closed position. Productions could of course film from a convertible, roof mounted (remote controlled camera rig) or through open windows where equipment does not protrude further than the width of the vehicle.

Straps/tethering equipment must conform to the Road Vehicles (Construction and Use) Regulations 1986

All lights and original number plates must be clearly visible. All vehicles must be of a roadworthy condition and comply with legislation when driving on the road. Driving at slow speeds can in some cases be as much a danger as driving too fast.

Any use of tracking, low loader or 'A' frame vehicles must be referred to the MPS Film Unit with the identified route. The MPS Film Unit cannot make any decisions until the production identify the exact roads on which they wish to film. Any filming on roads over 40 mph may require a police presence. The type of road and its layout will dictate what level of police presence will be required to manage the associated risks. Any use of the Strategic Road Network will be with the agreement of Transport for London (TfL).

It is memorandum of understanding that the MPS Film Unit will be contacted regarding ALL filming on the move within the 32 London Boroughs for discussion and planning.

Rigging

The MPS film unit recommends that any camera rigging, in or on vehicles and tracking vehicles is carried out or supervised by NVQ III certified grips.



The image shows a 'Skills Passport' form from Skillset. The form is titled 'Skills Passport' and includes the Skillset logo. It contains several fields for personal and qualification information:

- Qualification (NVQ/SVQ): Level 3
- Name: [Redacted]
- Registration No.: [Redacted]
- Q Code: [Redacted]
- Year Achieved: [Redacted]
- Assessment Centre: [Redacted]

A large blue circular graphic with a white silhouette of a person is positioned to the right of the form.

A Frame



SLOW MOVING

This is where the roads to be used all have a speed limit of **40mph or below** and the production vehicles are to obey all road traffic legislation.

There are no other additional factors relating to the low loader work e.g. rain machines or jib arms et al, and that this is a shot of a dialogue scene with all personnel and equipment secure within the confines of the vehicles. The use of seatbelts inside the "hero vehicle" would be required by law.

A production vehicle of any kind may follow directly behind the hero car. This prevents a non-production vehicle being directly distracted and also provides some continuity for the production. This vehicle can be changed during filming if continuity is *not* what they are after and can drop back out of shot if required.

Things to consider in addition to the measures mentioned would include the manner in which all vehicles are driven. The manner of driving could result in allegations of dangerous or careless driving, so vehicles must not drive in a way to cause problems to other road users. Additionally the drivers must be confident and competent to do the task and should be reminded that they drive on their own license from a prosecution view point.

FAST MOVING

Any class roads where the speed limits are **over 40mph** should be carefully assessed by production with a view of being supported by the assistance of police. This is based on the nature of the activity involved and in particular the type of vehicle and the manner in which it is being used, combined with the speed limits and traffic flows associated with trunk roads. If the speed limit is greater than the speed you will be travelling at, i.e. a 50mph road limit with the crew travelling at 25/30 mph to shoot, then we consider you will need to request the presence of police.

Light Board/Hazard Warning Signal Device



To comply with the [Road Vehicles Lighting Regulations 1989](#), the vehicle being towed must have a correctly wired and fitted light board that also shows the vehicle registration mark of the towing vehicle.

Protocols

- Any traffic holds or road closures necessary during filming will require a Traffic Management Order (TMO) or Temporary Traffic Order (TTO).
- Police presence required if the hero car on the A-Frame has a side-mounted camera that extends the width of the convoy.
- Filming on the move will require the production to make contact with the local authority/film office to gain a no objection/permission to FILM on their roads.
- Road ownership authorities have route maps to identify ownership (Transport for London, Highways England).

Further to the above, after a review of filming intentions and method the MPS Film Unit will assess whether Mobile Police Support will be required and how.

Bonnet and/or side mounted cameras



The MPS Film Unit must be consulted in advance of any filming using a bonnet and/or side mounted movie camera on public roads and filming will not be approved without the presence of Mobile Police Support.

The protocol on bonnet mounts and front platforms is defined by the legislation contained in the Road Vehicle (Construction and Use) Regulations 1986 and the Road Traffic Act (RTA) 1988 that legislates the dangerous condition of vehicles. Vehicles are designed and constructed with safety in mind and the front of a car in particular is made to be as pedestrian friendly as possible.

Sunken wiper posts, fold back mirrors and wrap around bumpers are all examples of features to reach this aim.

If a production fixes any extra equipment on the vehicle's bonnet or front that compromises this safety, then the driver, the owner and the user (production) **have a shared legal responsibility**.

GSC - OFFICIAL

The MPS Film Unit does not condone the use of a vehicle that would compromise this safety, and what the Courts would consider dangerous. Bonnet mounts with large fixed movie style cameras fall within this definition because a court only needs to prove that in a collision a pedestrian **may** be injured more due to the equipment (an accident need not have actually occurred).

The use of GoPro type cams or DSLR camera bodies, combined with limpet mounts are less dangerous due to their small size. These may be acceptable on quiet roads at certain times of the day when there is little pedestrian traffic, but each request would be dealt with individually. Also if the POV is forward facing, a roof mounted cameras of any size may suffice. The control measures for this would be to keep the vehicle's speeds low, in order to prevent a pedestrian, if hit, being thrown up and over.

Protocols

- **Any traffic holds or road closures necessary during filming will require a Traffic Management Order (TMO) or Temporary Traffic Order (TTO).**
- **Police presence required if filming on fast roads, traffic cars will be deployed.**

Further to the above, after a review of filming intentions and method the MPS Film Unit will assess whether Mobile Police Support will be required and how.

Ghost registration plates



Film or TV productions may need to film a 'hero vehicle' with fake or 'ghost' * number (registration) plates and the reasons for this may be that the 'hero vehicle' is registered in a different country or that it may need to appear older or younger than it really is.

It is also the case that the 'hero vehicle' may be required to not display any number (registration) plates at all, so that the film may be shown without revealing the country where the filming took place. This last requirement is most common with car commercials.

In the UK, vehicle number (registration) plates must be displayed in accordance with [The Road Vehicles \(Display of Registration Marks\) Regulations 2001](#).

To avoid potential prosecution, productions **MUST** engage with the MPS Film Unit who can arrange police attendance whilst filming takes place.

* Ghost Plates

The DVLA can provide 'ghost plates' for use for film and TV purposes. Under these circumstances, the DVLA assign ownership of the number plates to the production company for the duration of filming.

Contact the MPS Film Unit for further information.

Protocols

It should be noted that the following requirements still apply:

- To be driven on public roads, the vehicle **MUST** be registered in the UK or country of origin. This requirement still applies even when the road is closed via a Traffic Management Order.
- The vehicle **MUST** be insured for use on public roads for filming purposes. Public liability insurance is **NOT** sufficient. This requirement still applies even when the road is closed via a Traffic Management Order.
- The driver **MUST** have a UK driving license or a driving license from another country that entitles them to drive the vehicle on UK roads. This requirement still applies even when the road is closed via a Traffic Management Order.
- The correct number (registration) plates **MUST** be kept with the 'hero vehicle' during filming so that they can be produced upon request. This requirement still applies even when the road is closed via a Traffic Management Order.

Filming with replica Police/Emergency vehicles



The MPS Film Unit must be consulted in advance of any filming using replica / fake police vehicles on public roads, and filming will not be approved without the presence of Mobile Police Support.

The MPS does not hire out police vehicles to third parties, however there are several London and home county companies involved in this line of business.

It is the **responsibility of the production** to check that the Action vehicle company possesses the correct documentation to provide Police action vehicles on a public/private road/place.

Protocols

When being driven on public roads to and from the filming, the following steps are taken to ensure that replica / fake police vehicles are not mistaken for genuine police vehicles:

- Any external 'POLICE' graphic is thoroughly taped over with black masking tape.
- If the light bar is surrounded by blue plastic, that it is covered from view.
- If blue beacon lights are fitted, that they are covered from view.
- Tones are not allowed at any times.
- Action vehicle companies should make sure that the production they are working with have the correct permissions/license issued by the local authority to film with replica Police/emergency vehicles. This task should be done before a contract is agreed.

Use of blue lights when filming

Mobile Police Support will be required. Action vehicle blue lights may only be used when it is safe to do so, no other vehicles will be affected and only when authorised by the officers escorting.

Clear light bars that are only blue when switched on, may remain uncovered whilst in transit.

Action vehicles cannot use emergency services exemptions to road traffic regulations, or use sirens.

Front or side platforms



The MPS Film Unit **must** be consulted in advance of any filming using a front or side platform on public roads and filming will not be approved without Mobile Police Support.

Protocols

- Mobile Police Support is always driven in front of the vehicle with the platform when used on public roads.
- No person is positioned on the front platform when the vehicle is being driven.
- The vehicle is driven within the speed limit on roads where the speed limit is no greater than 30mph.
- The vehicle is correctly insured for use with the front platform in place on public roads.
- The front platform extends no greater than 100cm from the front of the vehicle.
- The use of the front platform is included in the risk assessment completed by the production company.

Low Loaders



SLOW

This is where the roads to be used all have a speed limit of 40mph or below and the production vehicles are to obey all road traffic legislation.

There are no additional factors relating to the low loader e.g. rain machines or jib arms etc. and that this is a straight forward shot of a dialogue scene with all personnel and equipment secure within the confines of the vehicles. The use of seatbelts inside the "hero car" would not be required by law however the MPS Film Unit advise they are a good safety measure.

A production vehicle of any kind may follow directly behind the low loader. This prevents a non-production vehicle being directly distracted and also provides some continuity for the production. This vehicle can be changed during filming if continuity is *not* what they are after and can drop back out of shot if required.

FAST

Low loader work on any A - class roads where the speed limits are over 40mph should be carefully assessed by production with the expectation of Mobile Police Support. This is based on the nature of the activity involved and in particular the type of vehicle and the manner in which it is being used, combined with the speed limits and traffic flows associated with trunk roads. If the speed limit is greater than the speed you will be travelling at, i.e. a 50mph road limit with the crew travelling at 25/30 mph to shoot, then anticipate this filming will require Mobile Police Support.

GSC - OFFICIAL

Protocols

If requested, Police would provide a high visibility police presence to: -

- Any traffic holds or road closures necessary during filming will require a Traffic Management Order (TMO) or Temporary Traffic Order (TTO).
- Side mounts will require a Police escort on public roads.
- Loader **MUST** be able to negotiate the whole route based on LENGTH, WEIGHT and WIDTH.
- Any lighting **MUST** focus on hero car and **NOT** to dazzle other road users.
- All crew aboard the loader **MUST** be secured whilst the vehicle is in motion.

Further to the above, after a review of filming intentions and method the MPS Film Unit will assess whether Mobile Police Support will be required and how.

Mini Loaders - Motorbikes



SLOW

This is where the roads to be used all have a speed limit of 30mph or below and the production vehicles are to obey all road traffic legislation.

There are no additional factors relating to the low loader work e.g. rain machines or jib arms etc. and that this is a shot of a dialogue scene with all personnel and equipment secure within the confines of the vehicles.

A production vehicle of any kind may follow directly behind the low loader. This prevents a non-production vehicle being directly distracted and also provides some continuity for the production. This vehicle can be changed during filming if continuity is *not* what they are after and can drop back out of shot if required.

Rider and any pillion **MUST** be secured on the bike at all times

FAST

Not to be used on roads where the speed limit is greater than 30mph.

GSC - OFFICIAL

Protocols

- Any traffic holds or road closures necessary during filming will require a Traffic Management Order (TMO) or Temporary Traffic Order (TTO).
- Rider and any pillion **MUST** be secured whilst on the bike aboard the loader at all times when filming on the move on public roads.
- Not to be used on roads with a speed limit greater than 30MPH.

Further to the above, after a review of filming intentions and method the MPS Film Unit will assess whether Mobile Police Support will be required and how.

Motorcycle Tracking



The use of motor bikes for filming is not illegal; however as with the use of tracking vehicles, productions should always consult a professional company to do the work. Such companies often come with a good reputation, safety record and risk assessment. The rider and camera operator are usually experienced and have worked together on this type of work in the past and the motorcycle is specially adapted to make this type of work safer including footplates and a comm's system etc.

A pillion passenger can be disconcerting for a motorcyclist, which will be greater exasperated if operating a camera and leaning against the movement of the machine.

The individual and equipment carried must be secured correctly (achievable by using a lanyard from camera to operator). Often the type of roads specified and the speed limits increase the risks involved, therefore the MPS Film Unit advise a route of roads with speed limits of 30mph.

POD Cars



Most POD cars have been adapted purely for film purposes and therefore will **not always comply with Road Vehicles Construction and Use Regulations 1986 nor Section 41 RTA 1988**, meaning **it will not be road legal**. The Road Traffic Act and construction and use regulations apply to a public road, even one that is **closed under a traffic order**.

It is the responsibility of the owner of the vehicle to ensure that it meets the requirements under the Road Traffic Act via Vehicle and Operator Standards Agency (VOSA), Driver Vehicle Standards Agency (DVSA), or Department for Transport (DfT), depending on what vehicle modifications have been made.

The production **MUST** liaise with the MPS Film Unit who will provide advice and guidance regarding the process of obtaining a Vehicle Special Order (VSO) under Section 44 of the Road Traffic Act 1988, from the Department for Transport in the event the vehicle has been custom made and has not been declared safe via VOSA or DVSA.

It is important to note the VSO process is rigorous, and requires a substantial lead time of at least three months. There is no guarantee a VSO will be issued in the event it is requested.

Protocols

It should be noted that if a VSO is issued, the following requirements still apply:

- The vehicle **MUST** be insured for use on public roads for filming purposes. Public liability insurance is **NOT** sufficient. This requirement applies even when the road is closed via a Traffic Management Order.
- The driver **MUST** have a UK driving license or a driving license from another country that entitles them to drive the vehicle on UK roads. This requirement applies even when the road is closed via a Traffic Management Order.
- The MPS Film Unit **MUST** have the Method Statements and Risk Assessments from the production. Following advice from the Health & Safety Executive (HSE) the MPS Film Unit will not comment on or approve either documents, but merely ensure both documents have been completed.
- The vehicle where the POD is attached **MUST** be road registered and legal, insured and MOT, (if applicable)

Quad Bikes



Quad bikes are all not designed for road use and are usually used for tracking whilst filming 'off-road' or in areas where lack of adequate space makes the use of a normal tracking vehicle impossible.

It is essential **production ensure** any use of Quad bikes on a public road are **registered and road legal** for such purposes.

Please note that if used for filming on pavements in public areas, a Traffic Management Order including pedestrian management must be in place to ensure the safety of members of the public.

UCRANE



The MPS Film Unit must be consulted in advance of any filming using a Russian / Pursuit Arm on public roads and filming will not be approved without the presence of Mobile Police Support.

Protocols

- If filming on the move with a UCRANE/RADICAL Pursuit Arm on public roads with live traffic then Mobile Police Support.
- UCRANE vehicles come in different configurations based on their country of manufacture. UCRANE DYNAMIC, UCRANE 6. US types, MOTOCRANE HYPER, ULTRA and TOPCRANE. TILTACRANE from Korea. It is important to note that it is the vehicle owner's responsibility to make sure the vehicle is UK legal and conforms to UK DVSA standards.
- If filming within a road closure then Police are not required to escort within closure however if the Arm is rigged somewhere other than the closure then a Police escort will be required from rigging base to filming closure point and back again and any resets.
- Minimum of four officers when the arm wishes to go out to the sides
- Minimum of two officers if the arm is locked to the forward/aft positions.

GSC - OFFICIAL

- **Arm when out to the sides and any up and passes is best suited to dual carriageways or wider than average roads.**
- **City Of London will NOT allow a U-CRANE Arm go out to the sides at any times whilst filming on the move.**
- **MPS Film Unit MUST be consulted**

Stunt/Precision Driving



Film or TV productions may need to film stunt or precision driving on public roads for dramatic effect or so that well known landmarks can be seen in the background.

The stunt or precision driving may include manoeuvres that could be in contravention of the Road Traffic Act, such as Speeding and/or Dangerous Driving.

The Road Traffic Act and Road Vehicles Construction and Use Regulations 1986 still apply to a public road, even one that is closed under a traffic order.

To avoid potential prosecution, productions **MUST** engage with the MPS Film Unit as early as possible.

Protocols

It should be noted that the following requirements still apply:

- To be driven on public roads, the vehicle **MUST** be registered in the UK or country of origin. This requirement applies even when the road is closed via a Traffic Management Order.
- The vehicle **MUST** be insured for use on public roads for filming purposes. Public liability insurance is **NOT** sufficient. This requirement applies even when the road is closed via a Traffic Management Order.
- The driver **MUST** have a UK driving license or a driving license from another country that entitles them to drive the vehicle on UK roads. This requirement applies even when the road is closed via a Traffic Management Order.
- Driving stunts that could contravene road traffic regulations such as dangerous and careless driving as well as exceeding the speed limit, can only take place within a Traffic Management Order that excludes both vehicles and pedestrians.
- The MPS Film Unit **MUST** have the Method Statements and Risk Assessments from the production. Following advice from the Health & Safety Executive (HSE) the MPS Film Unit will not comment on or approve either documents, but ensure both documents have been completed.
- The MPS Film Unit cannot approve or disapprove the driving described. The MPS Film Unit may agree to apply police discretion where it is reasonable to do so as to whether a prosecution of the driver or drivers for the manoeuvres described in the Method Statements and Risk Assessments from the production maybe negated.
- Any driving manoeuvres not previously agreed with the MPS Film Unit and specified within the Method Statement and Risk Assessment may be considered grounds for prosecution.

Split Tailgates



The use of standard vehicles where filming is done through an open window and all the equipment is kept within the confines of the vehicle may be permissible. It is important that the operator and their camera are secure in the vehicle. However, filming from a moving vehicle when the operator is doing so through a raised tailgate or boot lid (e.g. an Volvo or Audi estate) would not be endorsed by the MPS Film Unit as a safe method of filming on the highway unless the vehicle is approved by manufacturer as having no loss of body strength when driven with tailgates/doors open.

No manufacturer has provided this endorsement for standard hatchback/estate cars as they tend to have no chassis but rely on a monocoque style body shell, which relies on the doors all being shut etc.

However, some large 4 x 4 vehicles such as the Range Rover, BMW X5, Volvo XC90, Nissan Pathfinder, Toyota Land cruiser etc. where there is a split tailgate and the upper glass portion can be locked up in a raised position and the lower portion closed shut, results in no loss of strength to the vehicle in the event of a collision (endorsed by Range Rover) and are therefore an acceptable solution. Additionally filming from a cabriolet/soft top car with the roof down is also an acceptable method and should give you an unobstructed 270 degree view to the rear.

Camera and camera operator

The camera and camera operator **MUST** be securely harnessed to the interior of the vehicle.

Things to consider in addition to the measures mentioned would include the manner in which all vehicles are driven. The manner of driving could result in allegations of

GSC - OFFICIAL

dangerous or careless driving, so vehicles must not drive in a way that may cause danger or inconvenience, to other road users. Additionally the drivers must be confident and competent for the task, and should be reminded that they drive on their own license from a prosecution view point.

Protocols

Driver of split tailgate vehicle must be confident to drive in this format.

- **Vehicle MUST be a fit for purpose vehicle and NOT a hatchback car.**
- **All crew and equipment MUST be secured within when on the move.**

Electric Small Tracking Vehicles



If not registered for road use, then only to be used on private land.

If registered for road use, then only to be used on roads which have a speed limit of 30mph or below and the production vehicles are to obey all road traffic legislation. There are no additional factors relating to this tracking work i.e. rain machines or jib arms etc. and that this is a shot with all personnel and equipment secure within the confines of the vehicles.

Things to consider in addition to the measures mentioned would include the manner in which all vehicles are driven. The manner of driving could result in allegations of dangerous or careless driving, so vehicles must not drive in a way to cause problems to other road users. Additionally the drivers must be confident and competent to do the task and should be reminded that they drive on their own license from a prosecution view point.

Protocols

- Vehicle must be road legal, registered, taxed and insured where being used on a public road.
- All crew and equipment **MUST** be secured within when on the move.
- Road closures and other traffic control may be required.

Standard Tracking Vehicles



SLOW

This is where the roads to be used all have a speed limit of 40mph or below and the production vehicles are to obey all road traffic legislation. There are no other additional factors relating to this tracking work i.e. rain machines or jib arms etc. and that this is a shot with all personnel and equipment secure within the confines of the vehicles.

Things to consider in addition to the measures mentioned would include the manner in which all vehicles are driven. The manner of driving could result in allegations of dangerous or careless driving, so vehicles must not drive in a way to cause problems to other road users. Additionally the drivers must be confident and competent to do the task and should be reminded that they drive on their own license from a prosecution view point.

FAST

Tracking work on any A - class roads where the speed limits are over 40mph should be carefully assessed by production with a view of being supported by the assistance of police. This is based on the nature of the activity involved and in particular the type of vehicle and the manner in which it is being used, combined with the speed limits and traffic flows associated with trunk roads. If the speed limit is greater than the speed you will be travelling at, i.e. a 50mph road limit with the crew travelling at 25/30 mph to shoot, then you will need to request the presence of police.

GSC - OFFICIAL

Protocols

- Any traffic holds or road closures necessary during filming will require a Traffic Management Order (TMO) or Temporary Traffic Order (TTO).

Further to the above, after a review of filming intentions and method the MPS Film Unit will assess whether Mobile Police Support will be required and how.

Tracking Vehicles with Jib Arm



The MPS Film Unit must be consulted in advance of any filming using a jib arm on public roads and filming will not be approved without Mobile Police Support.

Tracking vehicles With Telescopic Arms



The MPS Film Unit must be consulted in advance of any filming using a telescopic crane arm on public roads and filming will not be approved without Mobile Police Support.

Array Vehicles



Array vehicles may have undertaken substantial vehicle modifications to meet the requirements of the Array camera setup.

It is responsibility of the owner to ensure permanent vehicle modifications are declared to insurers, VOSA, DVSA, or DfT to ensure compliance with safety whilst operating on a road where the Road Traffic Act is in force. Without this there is a concern the modifications will not conform to [Road Vehicles Construction and Use Regulations 1986](#) nor [Section 41 RTA 1988](#).

In the event a bolt-on roof rack type setup is utilised it will be required to comply with The Road Traffic Act 1988, namely;

- Does not exceed 100kg in weight
- Does not exceed 15cm over the front or rear of the roof
- Does not exceed 25cm over the sides of the roof
- The vehicle otherwise must be a road legal, registered, taxed, insured and MOT'd (if applicable)

When using Array Vehicle setups productions **MUST** speak to the MPS Film Unit to ascertain what setup is being used, whether there are any safety issues with regard to its

GSC - OFFICIAL

use on a public road, and whether mobile police support would be required for public safety reasons.

Unregistered Vehicles



To be driven on public roads, vehicles must be registered in the UK or country of origin. This requirement applies even when the road is closed via a Traffic Management Order.

However, film or TV productions may need to film a vehicle on public roads despite the vehicle not being registered in the UK or country of origin. It might be that the vehicle has been manufactured purely for film purposes or that the vehicle is not actually designed for use on public roads.

To enable an unregistered vehicle to be driven on public roads, the production **MUST** liaise with the MPS Film Unit who will provide advice and guidance regarding the process of obtaining a Vehicle Special Order (VSO) under Section 44 of the Road Traffic Act 1988, from the Department for Transport.

Protocols

It should be noted that if a VSO is issued, the following requirements still apply:

- The vehicle **MUST** be insured for use on public roads for filming purposes. Public liability insurance is **NOT** sufficient. This requirement applies even when the road is closed via a Traffic Management Order.
- The driver **MUST** have a UK driving licence or a driving licence from another country that entitles them to drive the vehicle on UK roads. This requirement applies even when the road is closed via a Traffic Management Order.
- The Film Unit **MUST** have the Method Statements and Risk Assessments from the production. Following advice from the Health & Safety Executive (HSE) the Film Unit will not comment on or approve either documents, but merely ensure both documents have been completed.
- It is vital that productions make sure that all vehicles moving, static on a public road are road registered and legal. The Metropolitan Police will **NOT** escort unregistered, pre-production vehicles. Proof that the vehicles are registered and taxed, insured will be requested and failure to provide valid documentation will result in cancellation of the shoot.
- Any productions that do film with unregistered, illegal vehicles on public roads will be investigated by the Police with the aim to prosecute.
- UK Traffic Law applies to England, Scotland and Wales.

HEALTH AND SAFETY

Please see below for the Health & Safety Executive 'Management of firearms and weapons in film and TV productions':



[Health & Safety Executive ETIS 20 link](#)

[Health and Safety at Work Act 1974 link](#)

A film set whether on location or within a studio complex is a place of work and the duty to ensure health and safety at site remains with the duty holder\production company. Health and Safety legislation is based upon The Health and Safety at work Act (HSWA).

General duties of employers to their employees.

2(1) it shall be the duty of every employer to ensure, so far as is reasonably practicable, the health, safety and welfare at work of all his employees.

General duties of employers and self-employed to persons other than their employees.

3(1) it shall be the duty of every employer to conduct his undertaking in such a way as to ensure, so far as is reasonably practicable, that persons not in his employment who may be affected thereby are not thereby exposed to risks to their health or safety.

Reporting of injuries and dangerous incidents

This is a legal requirement via The Reporting of Injuries, Disease and Dangerous Occurrences Regulations (RIDDOR). Within these Regulations there is a duty to report that fit the specified criteria.

[RIDDOR Regulations 2013 link](#)

[RIDDOR HSE reporting guide link](#)

FILM LONDON - CODES OF PRACTICE

Please see below for the Location Filming in London Code of Practice from Film London:



[FILM LONDON Codes Of Practice link](#)

COVID-19

Productions on location are now requested to comply with the following guidance when filming

- ✓ [All UK Government guidance with regards to Working Safely During Coronavirus COVID 19](#)
- ✓ [The BFC COVID 19 Code of Practice June 2020](#)
- ✓ [The UK Broadcasters TV Production COVID 19 Guidance May 2020](#)
- ✓ [The APA COVID 19 Guidelines May 2020](#)

Governance & Consultation

The following organisations were consulted during the drafting of these protocols:

- **Metropolitan Police Service**
- **TfL (Transport for London)**
- **Film London**
- **A number of action vehicle companies**
- **A number of Borough Film Services**
- **A number of UK Location Managers**

For any further information, please contact the MPS Film Unit:

Constable Dan Elliott
Constable Eleanor Carmichael
Sergeant Sabrina Traynor

Metropolitan Police Service Film Unit

<https://www.met.police.uk/advice/advice-and-information/f/af/filming/>

Mail: filmunit@met.police.uk | Mobile 07780 338 569 (Dan Elliott)
Mobile 07770 177 655 (Eleanor Carmichael)

[Police Chief's Council Guidelines on Charging for Special Police Services](#)