

Moray Road Safety Plan

2018-22

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Introduction

This is the sixth Road Safety Plan for Moray, the previous plans being prepared in 1997, 2000, 2004, 2007 and 2011 respectively. They laid out a framework of policies and plans to improve road safety over the life of each plan. This plan seeks to review road safety activity in Moray and create and maintain partnerships which will help develop interventions to continue to improve road safety in Moray. It is also the final plan which will see the fruition of Scotland's Road Safety Framework to 2020 '*Go Safe on Scotland's Roads – it's Everyone's Responsibility*'.

The plan is produced to meet the council's statutory duty under the Road Traffic Act 1991 to prepare and carry out a programme of measures designed to promote road safety.

We are required to carry out studies into accidents arising out of the use of vehicles on roads for which we are the Roads Authority in our area and must, in the light of those studies, take such measures as appear to us to be appropriate to prevent such accidents. This includes the dissemination of information and advice relating to the use of roads; the giving of practical training to road users or any class or description of road users; the construction, improvement, maintenance or repair of and other measures taken in the exercise of our powers for controlling, protecting or assisting the movement of traffic on roads. When constructing new roads, we must take such measures as appear to us to be appropriate to reduce the possibilities of such accidents when the roads come into use.

Since the last plan was produced we have continued to face new challenges and an increasing profile of the issues surrounding road safety. Additionally we are living with increasingly challenging budget constraints in relation to road maintenance and improvement activity.

On 1st April 2013 Grampian Police and Grampian Fire and Rescue Service ceased to exist and Police Scotland and the Scottish Fire and Rescue Service were established.

Within Police Scotland, local Divisions were formed within which Divisional Road Policing Units were based with the former Grampian area becoming North East ('A') Division. The same number of Moray based Road Policing Officers, led by a Road Policing Sergeant, was maintained.

Officers carry out casualty reduction work through enforcement and education by focused and targeted patrolling based on collision causation analysis.

'A' Division also launched their own road safety campaign in 2014 - Operation CEDaR (Challenge, Educate, Detect and Reduce).

The transition to Police Scotland saw the removal of the service to provide road safety education in schools.

The changes to the emergency services, along with changes in personnel within the councils meant that the review of the North East Scotland Road Casualty Reduction Strategy, first produced in 2009 was delayed until October 2017. This strategy forms the main focus for targeting Road Safety interventions throughout the north east and this plan will identify the local perspective on these priorities.

This plan has been produced by Moray Council's Environmental Services Department (Direct Services - Transportation) in conjunction with local representatives of Police Scotland, Transport Scotland, Bear Scotland Ltd., Scottish Fire and Rescue Service, Scottish Ambulance Service, North Safety Camera Unit and several council departments. The partners and the focus of this plan is enshrined within both the Community Planning and Community Safety Partnerships. It is also fully compatible with the aims and objectives of the North East Scotland Road Casualty Reduction Strategy.

The trunk roads throughout Moray are the responsibility of Transport Scotland, and are managed and maintained on their behalf by BEAR Scotland Ltd. All the statistics quoted include both trunk and local roads.

Moray is part of HiTrans Regional Transport Partnership area. This plan is consistent with the aims and objectives of the [HiTrans Regional Transport Strategy](#) draft May 2017, and the 2nd [Moray Local Transport Strategy](#).

Accidents in Moray

Government Targets

Scotland's Road Safety Framework¹ was launched in June 2009. It set out the vision for road safety in Scotland, the main priorities and issues and included Scotland-specific targets and milestones which were adopted from 2010. These targets and milestones are:

Target	2015 milestone % reduction	2020 target % reduction
People killed	30%	40%
People seriously injured	43%	55%
Children (aged < 16) killed *	35%	50%
Children (aged < 16) seriously injured	50%	65%

* As numbers are small, a 3 year average is included in the table to smooth out large fluctuations in the numbers.

Each reduction target will be assessed against the 2004/08 average. In addition to the targets a 10 per cent reduction target in the slight casualty rate will continue to be adopted.

Accidents and casualties

Police Scotland collect information on all accidents reported to them, either at the scene of an injury accident or reported by a member of the public after the event. This information is then analysed by both police and road engineers to determine locations on the road network which show clusters of accidents; different types of accidents and groups of road users who may be particularly at risk.

The number of accidents and casualties vary quite considerably from year to year and this can be as a result of weather or other external factors which affect the number and type of journeys made. This can affect the reliability of any conclusions drawn on one particular year's data. This is especially true in areas

¹ [Scotland's Road Safety Framework to 2020](#)

which are largely rural and dependent on local conditions, as opposed to large urban areas where journey patterns are fairly stable.

Analysis of accident data is usually carried out over a three or five-year period. All data in this plan is quoted for a 5 year period 2012-2016 to allow comparison of 5 year data with national information in Reported Road Casualties Scotland.²

The numbers quoted are totals for the previous 5 years (2012-2016) and these are compared to the figures in brackets (which are 2004-2008 totals)

Over that time there have been a total of 496 (859) accidents involving injury recorded in Moray resulting in 651 (1129) casualties or people being killed or injured.

The accident records show that in Moray over these 5 years:

- 14 accidents resulted in fatal injury (30)
- 177 accidents resulted in serious injury (158)
- 305 accidents resulted in slight injury (671)

These 496 accidents resulted in:

- 16 people being killed (36);
- 218 people being seriously injured (194); and
- 420 people receiving slight injuries (899).

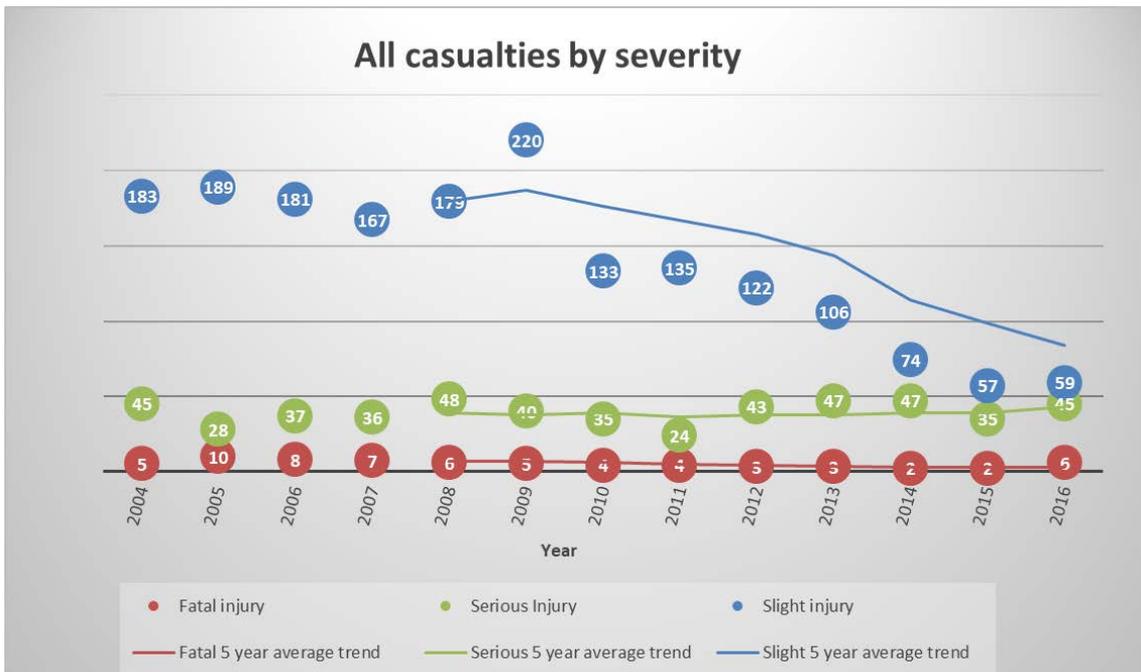
The additional factor which needs to be taken into account is that Moray's population has increased by nearly 11% between 2006 and 2016. The same figure is about 5.6% for the whole of Scotland.³ This could have an effect on the amount of travel on our roads and have an increased potential for accidents occurring.

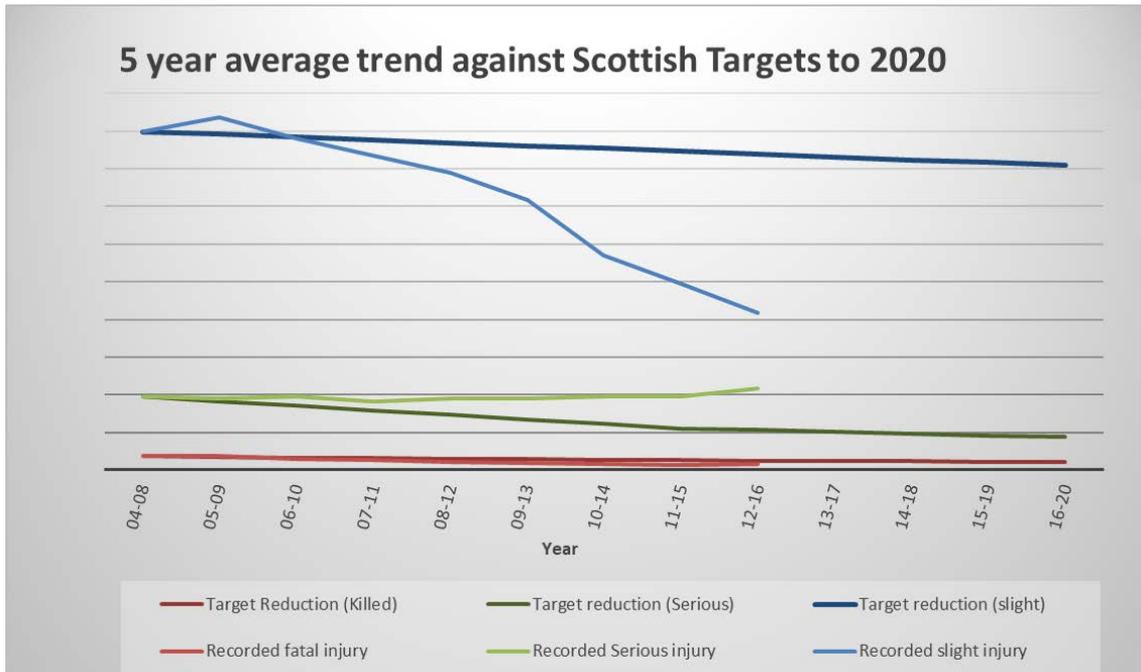
The following graphs show how many people have been recorded as injured in a road accident over the period from 2004-2008, up to the last 5 year (2012-

² [Reported Road Casualties Scotland 2016](#)

³ National Records of Scotland [Table 2: Estimated population by sex, single year of age and administrative area, mid-2016](#)

2016) and these are the figures used to compare changes in casualty numbers throughout the plan. The second graph compares the average number of reported road casualties in Moray to the Scottish Government targets. We can see that the number of people slightly injured has reduced quite significantly, and by more than the target. This could be just an anomaly of the way slight injury casualties have been reported since 2014, or a genuine reduction. The number of fatal and seriously injured casualties appears have plateaued, and this will be examined in greater detail throughout the plan.





The Cost of Accidents

The UK Government produces figures each year which reflects on average how much an accident costs. It takes into account the costs of the police and other emergency services, medical costs, lost output (e.g. loss of earning capacity), damage to property, and a sum which reflects the effects of pain, grief, suffering etc. i.e. the emotional impact of an accident. Average costs are shown below for Scotland⁴, according to the severity of the injury.

Severity of accident	Cost
Fatal	£2,161,725
Serious	£245,144
Slight	£24,107

Over the past five years, the cost of accidents to the community in Moray was around £81 million.

A core element of Scottish Fire & Rescue Services activity locally is responding to emergencies such as road traffic collisions (RTCs). SFRS continues to work

⁴ [Reported Road Casualties Scotland 2016](#), Table 10

with a diverse range of partners to continue the focus in reducing the numbers of casualties and fatalities within the region at these type of incidents.

This extends to their lead role in delivering Crash live events and contribution to successful road safety educational initiatives such as Safe Drive Stay Alive.

Firefighters are trained to a high standard and have at their disposal the most modern equipment for the rescue of persons in traumatic situations. SFRS has a crucial role at a local level in contributing to the wider road safety agenda, as statistically most of our casualties from non-fire emergencies arise from road traffic collisions.

The council is committed to improving road safety and has approved a programme of £90k in 2018/19 for engineering improvements. Transport Scotland, through BEAR Scotland Ltd. have also programmed engineering improvements for the two trunk roads in Moray namely A96 Inverness to Aberdeen road and A95 Aviemore to Keith road. This expenditure has been complemented both by the financial support and manpower resources of the police, fire, ambulance and other council services in education, enforcement and encouragement.

Action Plan

General

The recent refresh of the North East Scotland Road Casualty Reduction Strategy has given partners across the north east the focus to look at how we can improve on road safety in each of our areas. The Strategy is being taken forward by a Lead Officers' Group and an Operational Group.

The statistics quoted throughout this document and highlighted through the work of the above bodies show that there are certain groups of people who are more likely to be involved in an accident. This pattern is reflected both nationally, regionally and within Moray, and those priority areas are:

- Speed & Motorcyclists
- Age (Pre-drivers, young drivers (age 17-25) and older drivers)
- Vulnerable road users (cyclists & pedestrians)

There are a number of measures which can be used to help reduce the number and severity of road accidents. These fall into four broad categories:

- Education
- Engineering
- Enforcement
- Encouragement

The behaviour of road users is influenced by an appropriate combination of **educational** methods, **engineering** measures, **enforcement** and **encouragement**.

Engineering is generally carried out by the Roads Authority, which is either Moray Council for the majority of the roads or Transport Scotland in the case of the A96 and the A95 from Keith to the Highland Council boundary. Whilst the council's overall budget for road safety specific schemes has been reduced in recent years, measures which have an impact on road safety also include

maintenance of lines/signs and the treatment of road surfaces to improve skid resistance.

Transport Scotland, has also made investment in road safety related schemes in the form of bend and junction improvements, carriageway widening and measures to reduce the severity of accidents, should they occur.

Carrying out safety audits on new schemes can identify issues which may cause accidents and seek to reduce them before the scheme is fully operational. We will continue to carry out Safety Audits on significant schemes carried out by the council and require developers to provide and act on Safety Audits for their works.

Education is carried out via a number of sources both nationally and locally. National (UK) campaigns are, generally, through the government's 'Think' campaign. It provides road safety information for road users on areas such as mobile phones, vehicle checks, motorcycling, country roads, drug and drink driving, cycling, seatbelts, horses, fatigue and speed and education and games for primary aged children.⁵

Police officers also educate road users during their daily interactions with them.

In Scotland, a similar organisation, Road Safety Scotland was launched in 1985 as The Scottish Road Safety Campaign, becoming Road Safety Scotland in 2005. Road Safety Scotland (RSS) is part of Transport Scotland, the Scottish Government's transport agency. It sits within the Transport Accessibility and Road Safety branch of the Transport Policy Directorate.⁶

RSS's work is based on research and evaluations of previous campaigns and road safety initiatives. '**Don't risk it**' is used as an umbrella brand for all publicity campaigns. The main areas of focus are:

⁵ Think campaign website <http://think.direct.gov.uk/index.html>

⁶ Road Safety Scotland website <http://roadsafetyscotland.org.uk/road-safety-topics>

Advice for Drivers

Being a motorist brings responsibility. Not just for your safety but for others too, from your passengers to all other road users, including pedestrians and cyclists.

Visit Don't Risk it.info

Country Road driving

This is a long term campaign, with the message being that rural roads are very often not as safe as you may think they might be. Visit Don't Risk it.info

Curriculum for excellence

Curriculum for Excellence aims to provide road safety learning at every level, engaging children and young people.

Cycling

Most accidents to cyclists in Scotland happen on built up roads. Cycling Scotland provides training and information to help improve cyclists' safety.

Drink Driving

It only takes a small amount of alcohol to affect how you drive. Visit Don't Risk it.info

Drug Driving

Like alcohol, some medicines can affect your ability to drive safely. It's not just prescribed medicines, over-the-counter drugs can also affect how you drive.

Visit Think.direct.gov.uk

Horse and road safety

Working with the equestrian community we aim to encourage a high level of safety awareness among riders. The British Horse Society has been awarded the Prince Michael International Road Safety Award for its contribution to road safety. Visit bhs.org.uk

In-Car child safety

RSS is a key partner in the Scottish In-Car Child Safety Campaign. This is an ongoing campaign aimed at improving the safety of all children in vehicles. A major element of this is the provision of advice and information on the correct fitting of child car seats Visit goodeggcarsafety.com or [Drive a Child Safely](#)

Motorbikes

Motorcyclists are among the most vulnerable of road users. They make up just 0.6% of traffic⁷ but account for around 13 per cent of fatalities across Scotland. In Moray over the last 5 years motorcycle fatalities have made up 6% of total fatalities and 11% of all injuries. Certain age groups of motorcyclists are more at risk than others, with the over 40s being involved in more accidents.

Visit Don't Risk it.info

Seatbelts

It only takes seconds to put on a seatbelt. But it's a simple act that could save your life. The risk of fatal injury is reduced by half when you belt up. Yet every year, police in Scotland still find around 27,000 people who are not wearing a seatbelt. See the [research](#)

Speeding

The aim of government is to change attitudes to speeding and are actively pursuing the introduction of 20mph limits throughout built up areas. Know your [limits](#)

Young drivers

Young drivers are still developing their skills. Their age and lack of experience put them in a very at-risk group. That means they are much more likely to be involved in an accident than an older driver.

⁷ [Scottish Transport Statistics No 36 Table 5.2](#)

Single-vehicle accidents are common among young drivers. Often they are the result of the driver losing control. The high rate of accidents means young drivers pay more for car insurance. Visit CrashMagnets.com

Parents' behaviour whilst driving can influence their childrens' driving behaviour even before they can drive. Visit Don't Risk it.info

Walking

Walking is good for us. By opting to go on foot, we are helping the environment.

But some pedestrians, such as the very young and the old, are particularly vulnerable when around our roads. Visit livingstreets.org.uk

As can be seen, many of the national initiatives coincide with the local priorities which shows that Moray is not unique in its problems.

Enforcement is a necessary tool to ensure that the rules put in place for all road users to be safe are kept.

Enforcement is primarily the role of Police Officers and is carried out where necessary and proportionate.

Another method of enforcement is through Safety Cameras Scotland. Safety Cameras Scotland is the collective name for the North, East and West Safety Camera Units. We work together with the [Scottish Safety Camera Programme](#) and [Police Scotland](#) in operating speed and red-light cameras across Scotland.

Road safety and road crime are priorities for Police Scotland. The Strategic Intention "to influence road user behaviour and make Scotland's roads safer" is informed by this priority and the Scottish Government's Road Safety Framework, which has set targets for reductions in casualties by 2020.

The Strategic Intention informs their two Strategic Priorities:

- To reduce road casualties; and
- To reduce road crime and positively impact on the use of roads by criminals

see [Scotland.police.uk](https://www.scotland.police.uk)

The Action Plan

To support the North East Scotland Road Safety Strategy and investigate options for a Moray Road Safety Group ([All](#))

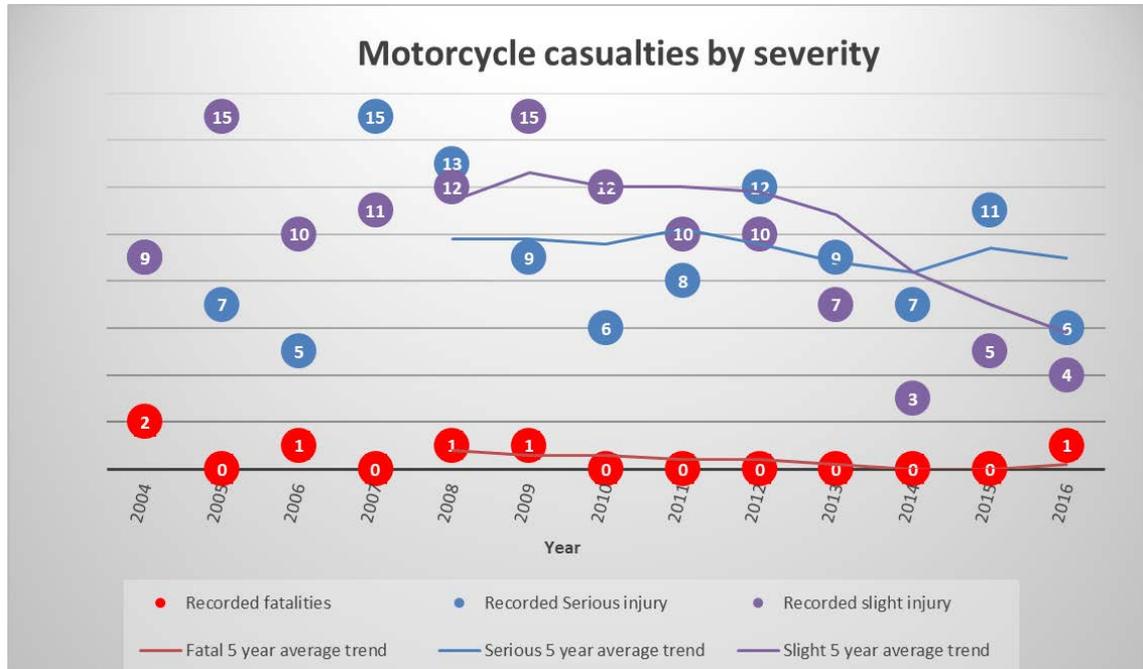
To continue to carry out road accident analysis on an annual basis and otherwise as identified and to use this information to carry out effective and appropriate AIP engineering measures. ([Roads](#), [Transport Scotland](#) / [BEAR Scotland](#))

To continue to support the North Safety Camera Unit ([Police](#), [Roads](#), [Transport Scotland](#) / [BEAR Scotland](#))

To continue to support Road Safety Scotland. ([Roads](#), [Police](#), [Transport Scotland](#))

Speed & Motorcyclists

Speed and motorcyclists has been identified nationally as an issue.

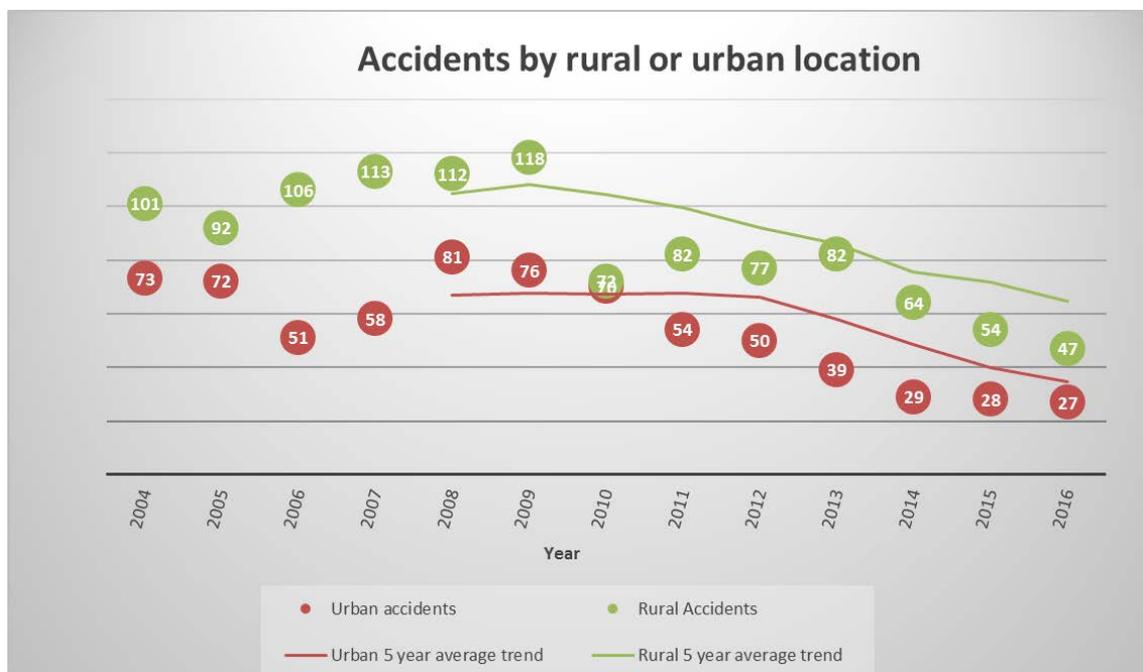


As can be seen by the graph above, the number of accidents involving motorcycles fluctuate greatly, but that the trend is downward. The police, at North East Division level recognise that whilst the trend is still downwards, during the period 2010 and 2015 whilst Operation Zenith was running, there was a bigger reduction in motorcycle casualties across the North East. It is hoped to launch a motorcycle training scheme in May 2018, and Police Scotland have been successful in a bid to Transport Scotland's Scottish Road Safety Framework Fund to facilitate this.

Operation Zenith was an operation led by Grampian Police and Grampian Fire and Rescue Service and supported by Bear Scotland and Aberdeen City, Aberdeenshire and Moray Councils. It sought to educate people who ride motorcycles during the months of April to October and improve riding standards by actively targeting behaviours and related offences which are linked to road traffic casualties.

It also sought to raise the motoring public’s awareness into the high number of road traffic collisions involving motorcyclists within the north east and to have all road users **think twice, think bike, think biker**.

Inappropriate and excessive speed can be a factor in accidents. During the last 5 years speed was recorded as a factor in approximately a third of rural accidents, but less than 10% of urban ones. Similarly the increases shown in the number of serious accidents is wholly attributed to those happening on rural roads. Within Moray around 40% of accidents happen in towns and villages compared to 60% on rural roads. This compares to a third of accidents happening on rural roads throughout Scotland⁸.



Research carried out in the 80s, 90s and 00s identified the risk of pedestrians being fatally injured after being struck by passenger vehicles travelling at certain speeds.⁹

Results vary quite markedly but the general conclusion is that there is a slow gradual rise of risk for impact speeds up to 20mph, thereafter some studies suggest that this slow rise continues to 30mph and in some the risk rises more steeply. This suggests that there are many other factors involved than just

⁸ Reported Road Casualties Scotland 2016, Table 8

⁹ [The role of speed in the frequency and severity of Road Traffic Collisions](#), NI Assembly

speed. The Scottish Government is currently considering changing the law that the current limit of 30mph on most urban roads, be reduced to 20mph as standard.

Within Moray however, less than 10% of urban accidents have been identified speed as a contributory factor. Full and part-time 20mph limits were introduced around schools in 2004 – 2008, with a few additions due to other projects in recent years.

The North Safety Camera Unit¹⁰ enforces at sites identified by historic accident records and assessment of existing speeds. The Scottish Safety Camera Programme handbook outlines the criteria for establishing a new site and focuses on 'cluster site' collisions with speed as a contributing factor. While the reduction in such cluster collisions in Moray has been welcomed it has also resulted in no new sites being established for a number of years.

In addition the exclusion of the previously permitted 'exception sites', which allowed up to 15% of enforcement being carried out at sites with a speeding problem albeit no collision history, has also meant a reduction in enforcement locations within the area.

With the record of rural accident and speed, it is clear that our focus for reducing speed related accidents should be there.

Action Plan

Continue to monitor motorcycle and speed related accidents ([Roads, Police](#))

To support the North Safety Camera Unit to identify sites for enforcement and to make representations to the Scottish Camera Programme to consider appropriate criteria for speed camera sites. ([Roads, Police, NSCU](#))

To support Police Scotland with their motorcycle operation in a bid to reduce accidents ([All](#))

To concentrate efforts on rural accidents, particularly those associated with speed. ([All](#))

¹⁰ <http://www.safetycameras.gov.scot/>

Age (Pre-driver, young divers (17-25 year olds) and older drivers (65+))

Moray's population is increasing. It has risen by more than 10% in the last 10 years. Population estimates¹¹ suggest that our population is aging, with over 25% being over 60 compared to around 22% in 2006. The younger population, under 25, has increased in absolute numbers, as the population has increased, but is still around 29% of the total population. Older drivers still hold a significant number of driving licences in Moray.

This presents its own challenges. Driver training for those who have been driving for some time, is difficult to sell, but issues such as eyesight and prescription drugs require careful handling. We must work with NHS and other parties to persuade individuals to be aware of these issues. The North East Scotland Road Casualty Reduction Strategy is piloting an elderly driver review scheme and if this is successful then it can be rolled out across the north east.

National campaigns have focussed on pre-driver messages, such as 'Kids in the car'¹² and research has shown that children mimic the behaviours of their parents and that setting a good example is key. The majority of children injured on Moray's roads are injured when they are a passenger. The council has an obligation under the Road Traffic Act 1988 (Section 39) to prepare and carry out a programme of measures designed to promote road safety, including the dissemination of information and advice relating to the use of roads, the giving of practical training to road users or any class or description of road users.

The changes in the priorities of Police Scotland meant the road safety advisors employed by them were to be made redundant. A few of these advisors, however, were transferred to Aberdeenshire Council and Moray Council shared this service. This arrangement has not been sustainable and means that there is currently no co-ordinated approach to road safety advice or dissemination of information, either in schools or in the wider community.

¹¹ [National Records of Scotland Mid 2016 Population Estimates](#) Table 2

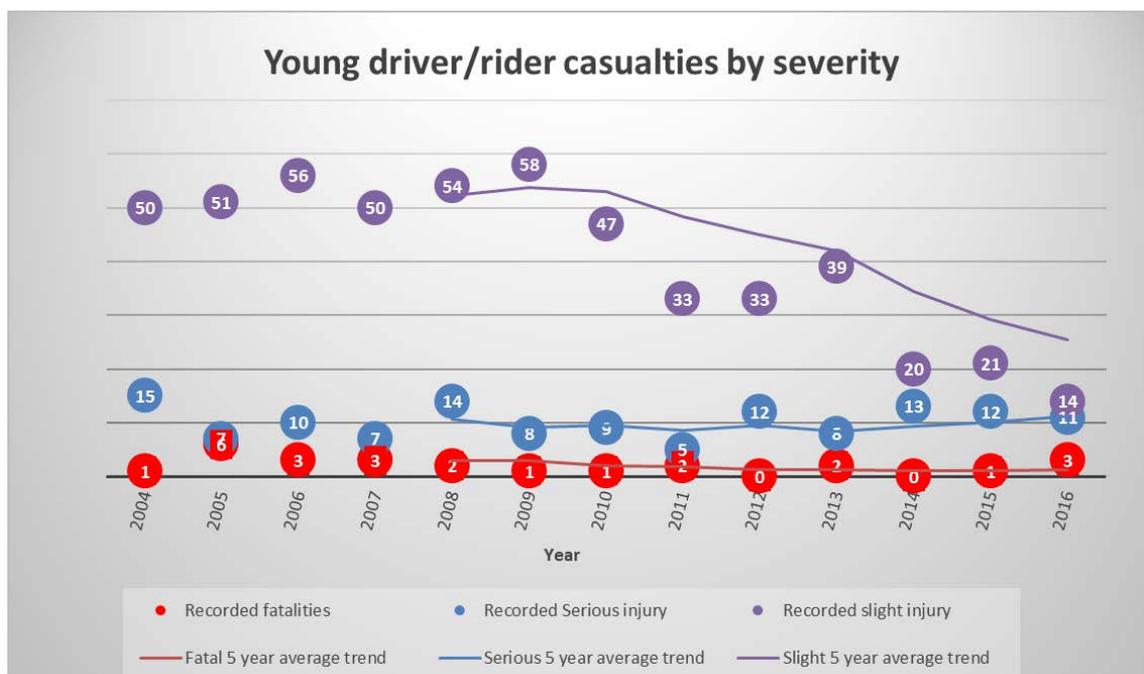
¹² [Kids in the car – Don't Risk it.info](#)

One suggestion which has come forward is to involve Community Councils with a view to them attracting someone to be a 'Road Safety Champion' in their area, thereby giving a point of contact for all. Training could be provided to the individuals so that a consistent message and co-ordinated information can be given.

Schools, and their role in providing road safety advice, are crucial to pre-drivers and young people in general. We need to investigate new ways of fulfilling our legal obligation.

Accidents involving young drivers has reduced by 60% over the last 10 years. There are many factors which have contributed to this and financial downturn and interventions previously carried out by the Police before 2013, appear to have had this positive effect.

Also over this time, the surge in social media usage may have had an effect in travel patterns among the young. Insurance incentives from the use of 'black boxes' has also become more widespread. Another factor could be the availability of newer cars through the many finance schemes promoted by vehicle suppliers, meaning that newer vehicles are being driven with their inherent safety features.



Action Plan

Continue to monitor pre-driver, young drivers (17-25 year olds) and older drivers (65+) accidents (Roads, Police)

To consider young and pre-driver interventions, e.g. Crash Live, Driving Ambition and Safe Drive Stay Alive; and monitor their effectiveness. (All, SFRS)

To investigate proposals for local / school road safety champions (Council)

To consider how best to deliver road safety advice and information (Council, All, NESRCRSG)

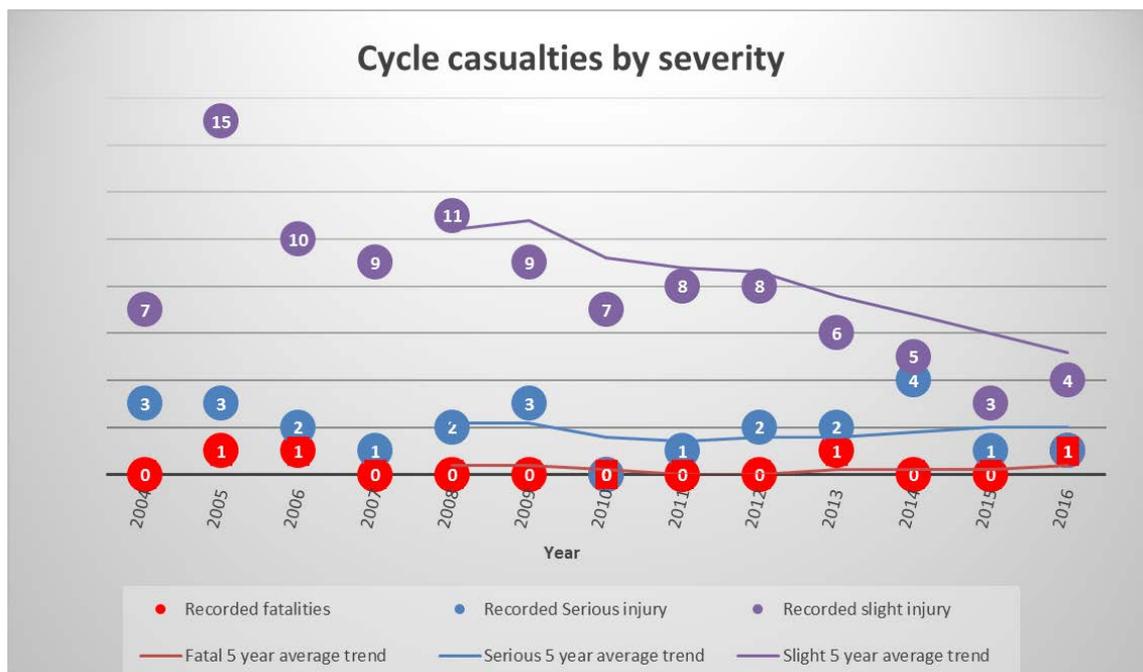
To support national campaigns (All)

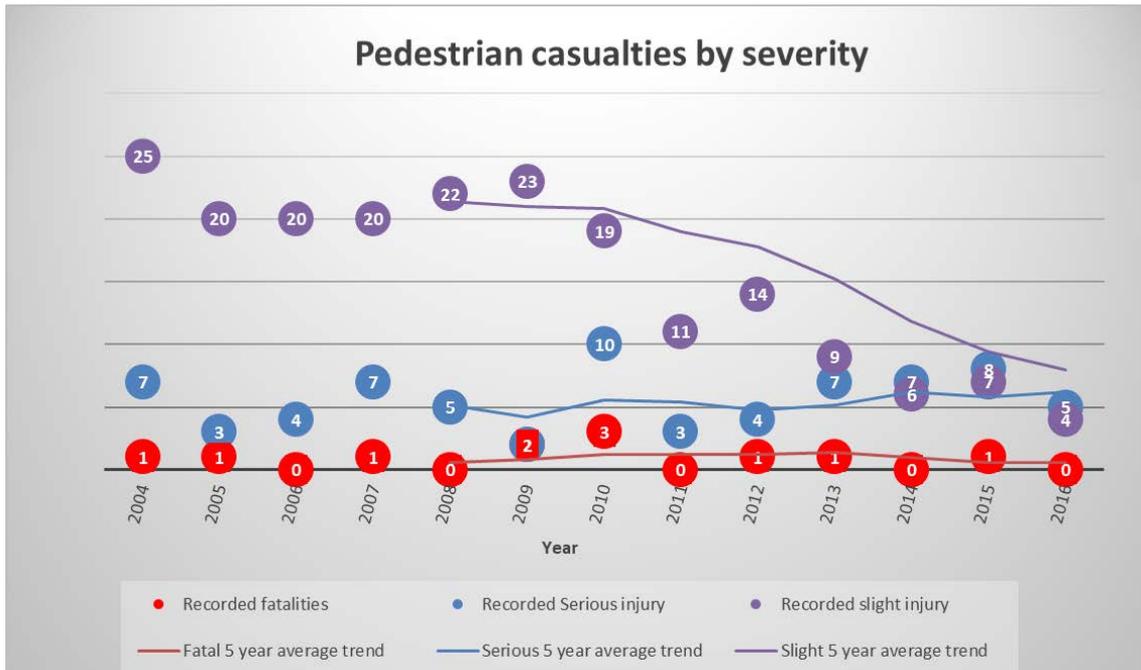
Police continue to take a 'hard line' approach to young drivers involved in risky or antisocial behaviour (Police)

Vulnerable Road Users (cyclists & pedestrians)

Pedestrians and cyclists are the most vulnerable road users. Overall, however there has been a 43% reduction in cycle casualties between 2004-08 and 2012-16. The same is true for pedestrians, with the figure being around 46%.

Data is not held on what purpose a journey is for before 2005, so a direct comparison cannot be made, however, the number of accidents happening whilst taking a child to or from school has reduced from an average of 5 between 2005 and 08 and 2 in between 2012 and 16. Similar figures for children cycling to school are 4 and 2 respectively, despite an increase in cycling to school. The provision of Bikeability training in schools is reliant on volunteers and it is crucial that we try to expand the numbers of children undertaking on-road training. It not only increases their confidence, but gives them practical training on the road, improving their road sense.





As can be seen by the charts above, the numbers of pedestrians and cyclists injured on our roads are very small. There is a role to be played by parents in talking to their children about what they should look for when crossing a road. Practicing crossing roads is the biggest contributor to children understanding how to be safe near roads, enhanced by classroom activities.

For young children the message from Road Safety Scotland's Ziggy character is to hold hands and talk about what is happening.

A big improvement for cyclists is the provision of off road cycle tracks and this has been shown to not only increase the numbers of people walking and cycling, but doing it in a safe way.

Action Plan

Continue to monitor cycle and pedestrian accidents ([Roads, Police](#))

To continue to seek funding to construct off road cycle tracks ([Roads](#))

To investigate options for adult and secondary school cycle training. ([Council](#))

Future Targets

In 2020 the Scottish Government is due to set new targets and through the North East Scotland Road Casualty Reduction Strategy groups, we will seek to influence these new targets.

A revised Road Safety Plan will be produced in 2021/22 to coincide with these new targets.

Glossary of Terms

AIP - Accident investigation and prevention

Fatal casualty – a casualty who dies within 30 days of an injury being sustained

Fatal accident – an accident where at least one casualty is fatally injured

Serious casualty – a casualty who requires an overnight hospital stay or has a major bone fracture

Serious accident – an accident where at least one casualty is seriously injured

Slight casualty – a casualty who sustains minor injuries or bone fractures, not requiring an overnight hospital stay.

Slight accident – an accident where at least one casualty is slightly injured

Collision – the term used by the emergency services for a road accident

RSS – Road Safety Scotland

HiTrans – Highlands and Islands Transport Partnership

NSCU – North Safety Camera Unit

SSCP – Scottish Safety Camera Programme

SFRS – Scottish Fire and Rescue Service

NESRCRSG – North East Scotland Road Casualty Reduction Strategy Groups

Organisations Involved

Roads

Elaine Penny, Traffic Engineer ☎ 01343 563778
Moray Council,
Environmental Services Department,
High Street, Elgin, IV30 1BX

Police

Sergeant Colin Matheson ☎101
Police Scotland, Roads Policing,
Moray Street, Elgin, IV30 1JL

North East Scotland Road Casualty Reduction Strategy

Ian Wallace ☎ 01467 535184
Road Casualty Reduction Strategy Coordinator
Transportation, Infrastructure Services
Aberdeenshire Council
Woodhill House, Aberdeen, AB16 5GB

Community Safety

Willie Findlay ☎ 01343 563322
Community Safety Officer
Moray Council,
High Street, Elgin, IV30 1BX

North Safety Camera Unit

Arron Duncan
Unit Manager

📄 <http://www.safetycameras.gov.scot/>

Fire and Rescue Service

☎ 01343 549060

Scottish Fire and Rescue Service

Elgin City Fire Station

Wards Road, Elgin IV30 1NL

Trunk Roads

Derek Williamson ☎ 0141 272 7100

Transport Scotland

Buchanan House,

58 Port Dundas Road, Glasgow, G4 0HF

Alan Campbell ☎ 01738 448600

BEAR Scotland Ltd.

Inveralmond Road, Perth, PH1 3TW

Scottish Ambulance Service

☎ 01343 546392

Elgin Ambulance Station

Bruceland Road, Elgin IV30 1SP