



3 key actions to ensure safe travel options

WHY?

Restricted parking for staff on the Little France campus was introduced in January to minimise congestion on site.

To facilitate safe travel a shuttle bus connection to the Sheriffhall park and ride car park has been introduced on a trial basis with the last bus leaving RIE at 21:15.

A request for feedback has been made by the parking team. There are 3 key themes to the responses from Doctors in Training (DiT).

There are currently **69 posts** on DiT rotas that finish shift before midnight (so cannot access car park 2C) but complete handover after the 21:15 shuttle bus leaves site.

Staff are reporting safety concerns and incidents both in relation to the Sheriffhall Park and Ride and with parking in the local area after dark

"Going to the P&R or walking/cycling in the dark to my car in the area that the hospital is located late at night makes me feel very vulnerable, especially as a woman travelling by myself"

01

SAFE TRAVEL FOR LATE SHIFT WORKERS

02

PARKING PERMIT APPLICATIONS

The lack of transparency over the award system and the length of the process are causing staff distress.

It has been agreed that due to the rotational nature of the training posts doctors in training can apply for parking permits 6 weeks ahead of their rotation. In practice this timeline does not appear long enough.

"I meet the requirements for a permit of 90min travel time and I have no viable public transport options open to me, especially given the late time in which most of my shifts finish.
I have heard nothing back regarding my application. I think many people feel there is lack transparency in the application assessment"

The rotational nature of the posts means that DiT are expected to be able to travel to all hospitals in South East Scotland. They are unable to choose their place of work and it is not practical to change accommodation for each 4-6 month rotation.

Safe working conditions for our staff are necessary for both the quality and safety of patient care. The ability to have sufficient rest time between shifts needs to be taken into consideration when assessing safe travel arrangements for staff.

"To take a snapshot, it is part of the rolling rota to work 3 x 12.5 hours shifts, followed by 3 x 12.5 nightshifts – 75 hours in one week. Before I would drive to work leaving home around 06:45am and arriving at the RIE for 07:15am. Following the change in parking arrangements, I have to take 2 buses, leaving home at 06:00 and arriving at 07:30, adding 2hrs/day to my commute."

03

SAFE WORKING PRACTICES

HOW?

1. Immediate action is needed to provide safe travel options for staff finishing between 21:00 and 00:00
2. The parking permit application process needs to be transparent both in the weighting of application criteria and in the timeline required for permit approval.
3. Working conditions associated with individual rotas need to be considered either in the allocation of permits or, more easily, in car parking access for individual posts.