

Equality Impact Assessment [version 2.9]



Title: Budget Proposal - Review of Car Parking Charges at Parks and Green Spaces across Bristol (GR015)	
<input checked="" type="checkbox"/> Budget Proposal	<input checked="" type="checkbox"/> Changing
Directorate: Management of Place	Lead Officer name: Jon James
Service Area: Natural and Marine Environment	Lead Officer role: Head of Service for Natural and Marine Environment

Step 1: What do we want to do?

The purpose of an Equality Impact Assessment is to assist decision makers in understanding the impact of proposals as part of their duties under the Equality Act 2010. Detailed guidance to support completion can be found here [Equality Impact Assessments \(EqIA\) \(sharepoint.com\)](#).

This assessment should be started at the beginning of the process by someone with a good knowledge of the proposal and service area, and sufficient influence over the proposal. It is good practice to take a team approach to completing the equality impact assessment. Please contact the [Equality and Inclusion Team](#) early for advice and feedback.

1.1 What are the aims and objectives/purpose of this proposal?

Briefly explain the purpose of the proposal and why it is needed. Describe who it is aimed at and the intended aims / outcomes. Where known also summarise the key actions you plan to undertake. Please use [plain English](#), avoiding jargon and acronyms. Equality Impact Assessments are viewed by a wide range of people including decision-makers and the wider public.

The purpose of the proposal is to implement Traffic Regulation Orders that will introduce car parking charges at a number of car parks located in Bristol's parks and green spaces. The service is introducing car parking charges at Blaise Estate, Oldbury Court Estate and Ashton Court and wishes to bring in the remaining car parks which the parks service manages .

All income generated from fees will be allocated to maintaining and improving parks services across the city.

This assessment is for: Redcatch Park, St Annes, Dundridge, Netham. Horfield Common/Ardargh, Eastville Park, Kings Weston Estate/Shirehampton, Crews Hole Woodland, Stoke park, Hengrove park, Bedminster Down, Eastwood Farm and Muller Road.

A test of the level of fee charges and design and impact of on-street waiting charges as the principle of introducing car parking charges will need to be carried out which will be in line with the approach carried out for Blaise Estate, Oldbury Court Estate and Ashton Court .

1.2 Who will the proposal have the potential to affect?

<input type="checkbox"/> Bristol City Council workforce	<input checked="" type="checkbox"/> Service users	<input checked="" type="checkbox"/> The wider community
<input type="checkbox"/> Commissioned services	<input type="checkbox"/> City partners / Stakeholder organisations	
Additional comments:		

1.3 Will the proposal have an equality impact?

Could the proposal affect access levels of representation or participation in a service, or does it have the potential to change e.g. quality of life: health, education, or standard of living etc.?

If 'No' explain why you are sure there will be no equality impact, then skip steps 2-4 and request review by Equality and Inclusion Team.

If 'Yes' complete the rest of this assessment, or if you plan to complete the assessment at a later stage please state this clearly here and request review by the Equality and Inclusion Team.

<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	[please select]
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Step 2: What information do we have?

2.1 What data or evidence is there which tells us who is, or could be affected?

Please use this section to demonstrate an understanding of who could be affected by the proposal. Include general population data where appropriate, and information about people who will be affected with particular reference to protected and other relevant characteristics: <https://www.bristol.gov.uk/people-communities/measuring-equalities-success> .

Use one row for each evidence source and say which characteristic(s) it relates to. You can include a mix of qualitative and quantitative data e.g. from national or local research, available data or previous consultations and engagement activities.

Outline whether there is any over or under representation of equality groups within relevant services - don't forget to benchmark to the local population where appropriate. Links to available data and reports are here [Data, statistics and intelligence \(sharepoint.com\)](#). See also: [Bristol Open Data \(Quality of Life, Census etc.\)](#); [Joint Strategic Needs Assessment \(JSNA\)](#); [Ward Statistical Profiles](#).

For workforce / management of change proposals you will need to look at the diversity of the affected teams using available evidence such as [HR Analytics: Power BI Reports \(sharepoint.com\)](#) which shows the diversity profile of council teams and service areas. Identify any over or under-representation compared with Bristol economically active citizens for different characteristics. Additional sources of useful workforce evidence include the [Employee Staff Survey Report](#) and [Stress Risk Assessment Form](#)

Data / Evidence Source <small>[Include a reference where known]</small>	Summary of what this tells us
<p><u>Bristol Quality of Life survey 2020/21 final report</u> Percentage of people who find it hard to manage financially by ward. The Bristol average is 6.8 % This data suggests that most wards in Bristol find it hard to manage financially even those wards that are not deprived.</p>	Ashley 14% Avonmouth & Lawrence Weston 17.3% Bedminster 9.8% Bishopston & Ashley Down 11.3% Bishopsworth 13.5% Brislington East 13.5% Brislington West 12.3% Central 14.% Clifton 10.1% Clifton Down 11.6% Cotham 11.1% Easton 13.5% Eastville 12.0% Filwood 19.9% Frome Vale 6.9% Hartcliffe & Witherwood 26.1% Henbury & Brentry 5.8%

	<p>Hengrove & Whitchurch Park 19.9% Hillfields 9.9% Horfield 18.1% Hotwells & Harbourside 10.3% Knowle 8.8 % Lawrence Hill 21.6 % Lockleaze 17.2 % Redland 13.8 % Southmead 16.2% Southville 13.6% St George Central 14.6% St George Troopers Hill 12.8% St George West 9.2% Stockwood 22.6% Stoke Bishop 10.4% Westbury-on-Trym & Henleaze 7.9% Windmill Hill 4.3%</p>
<p><u>Bristol Quality of Life survey 2020/21 final report</u> <u>Quality of Life 2020-21 — Open Data Bristol</u></p>	<p>Protected characteristic groups below illustrate which group is most satisfied with parks and green spaces.</p> <ul style="list-style-type: none"> • Female 79.3% • Male 78.6% • Black, Asian, and Minority Ethnic 75.1% • White 79.3 % • Christians 77.1% • other religions 70.4% • No religions or faith 80.9% • 16-24 years 77.2% • 65 years and older 76.3% • Disabled 62% • Lesbian, Gay or Bisexual 74.3%
	<p>% of people who find it hard to manage finically, the Bristol average is 6.8%</p> <ul style="list-style-type: none"> • Female 7.6% • Male 5.9 % • Black, Asian, and Minority Ethnic 12.3% • White 6.2 % • Christians 5.7% • other religions 23.3% • No religions or faith 6.3% • 16-24 years 13.8% • 65 years and older 3.7% • Disabled 16% • Lesbian, Gay or Bisexual 11.5% <p>The data suggest that women, Black, Asian and Minority ethnic communities, and other religions, young people, disabled and LGBTQI communities may struggle to pay increased fees.</p>
<p><u>Quality of Life 2020-21 — Open Data Bristol</u></p>	<p>% of people who visit parks and green spaces at least once a week, the Bristol average is 60.3%</p>

	<ul style="list-style-type: none"> • Female 60% • Male 61.5 % • Black, Asian, and Minority Ethnic 59.5% • White 61.3% • Christians 50.5% • other religions 53.0% • No religions or faith 66.6% • 16-24 years 62.9 % • 65 years and older 40.3 % • Disabled 35.6% • Lesbian, Gay or Bisexual 60.2% <p>The data suggest that; disabled people, and older people, Christians, and other religions are less likely to use parks and green spaces than other equality groups. This proposal could impact these groups further. Older people are more likely to feel socially isolated than they already do.</p>
<p><u>Joint Strategic Needs Assessment (JSNA)</u></p>	<p>The Joint Strategic Needs Assessment reports on the health and wellbeing needs of the people of Bristol. It brings together detailed information on local health and wellbeing needs and looks ahead at emerging challenges and projected future needs. The JSNA is used to provide a comprehensive picture of the health and wellbeing needs of Bristol (now and in the future); inform decisions about how we design, commission and deliver services, and also about how the urban environment is planned and managed; improve and protect health and wellbeing outcomes across the city while reducing health inequalities; and provide partner organisations with information on the changing health and wellbeing needs of Bristol, at a local level, to support better service delivery.</p>
<p>Additional comments:</p>	

2.2 Do you currently monitor relevant activity by the following protected characteristics?

<input checked="" type="checkbox"/> Age	<input checked="" type="checkbox"/> Disability	<input type="checkbox"/> Gender Reassignment
<input type="checkbox"/> Marriage and Civil Partnership	<input type="checkbox"/> Pregnancy/Maternity	<input checked="" type="checkbox"/> Race
<input checked="" type="checkbox"/> Religion or Belief	<input checked="" type="checkbox"/> Sex	<input checked="" type="checkbox"/> Sexual Orientation

2.3 Are there any gaps in the evidence base?

Where there are gaps in the evidence, or you don't have enough information about some equality groups, include an equality action to find out in section 4.2 below. This doesn't mean that you can't complete the assessment without the information, but you need to follow up the action and if necessary, review the assessment later. If you are unable to fill in the gaps, then state this clearly with a justification.

For workforce related proposals all relevant characteristics may not be included in HR diversity reporting (e.g. pregnancy/maternity). For smaller teams diversity data may be redacted. A high proportion of not known/not disclosed may require an action to address under-reporting.

Although our corporate approach is to collect diversity monitoring for all relevant characteristics, there are gaps in the available local diversity data for some characteristics, especially where this has not always historically been included in census and statutory reporting e.g. for gender reassignment.

The council does not hold visitor data for these sites.

2.4 How have you involved communities and groups that could be affected?

You will nearly always need to involve and consult with internal and external stakeholders during your assessment. The extent of the engagement will depend on the nature of the proposal or change. This should usually include individuals and groups representing different relevant protected characteristics. Please include details of any completed engagement and consultation and how representative this had been of Bristol's diverse communities. See <https://www.bristol.gov.uk/people-communities/equalities-groups>.

Include the main findings of any engagement and consultation in Section 2.1 above.

If you are managing a workforce change process or restructure please refer to [Managing change or restructure \(sharepoint.com\)](#) for advice on consulting with employees etc. Relevant stakeholders for engagement about workforce changes may include e.g. staff-led groups and trades unions as well as affected staff.

2.5 How will engagement with stakeholders continue?

Explain how you will continue to engage with stakeholders throughout the course of planning and delivery. Please describe where more engagement and consultation is required and set out how you intend to undertake it. Include any targeted work to seek the views of under-represented groups. If you do not intend to undertake it, please set out your justification. You can ask the Equality and Inclusion Team for help in targeting particular groups.

As part of the process of introducing car parking charges we will be required to formally consult the public and respond to each comment which is raised. Once this exercise is conclude we will then notify stakeholders of when the charges will be introduced. For those groups who are not satisfied with parks and green spaces we will ensure they are also consulted with.

Step 3: Who might the proposal impact?

Analysis of impacts must be rigorous. Please demonstrate your analysis of any impacts of the proposal in this section, referring to evidence you have gathered above, and the characteristics protected by the Equality Act 2010. Also include details of existing issues for particular groups that you are aware of and are seeking to address or mitigate through this proposal. See detailed guidance documents for advice on identifying potential impacts etc. [Equality Impact Assessments \(EqIA\) \(sharepoint.com\)](#)

3.1 Does the proposal have any potentially adverse impacts on people based on their protected or other relevant characteristics?

Consider sub-categories (different kinds of disability, ethnic background etc.) and how people with combined characteristics (e.g. young women) might have particular needs or experience particular kinds of disadvantage.

Where mitigations indicate a follow-on action, include this in the 'Action Plan' Section 4.2 below.

GENERAL COMMENTS (highlight any potential issues that might impact all or many groups)

The consultation and engagement processes on the proposal to introduce charging have raised significant potential equalities issues, and the Quality of Life in Bristol Survey highlights disparities by protected characteristic in the extent to which people in the city are able manage financially, are reliant on cars, and access/experience parks and green spaces.

Likewise, we have identified significant potential adverse impacts from not achieving savings proposals through introducing car parking charges: Including the risk that some parks could be maintained by volunteers, but playgrounds would probably have to close as they could not be inspected/made safe if there was insufficient money for repairs. This would impact children and families, especially in homes where there is no access to outside space and play facilities. There may also be adverse impacts for e.g. disabled and older park users if the Council is overly reliant on alternative income generation activities such as ticketed events which conflict with accessibility priorities within parks, or for Black, Asian and minority ethnic, and faith groups if alternative activities do not cater for all

communities.	
PROTECTED CHARACTERISTICS	
Age: Young People	Does your analysis indicate a disproportionate impact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Potential impacts:	<ul style="list-style-type: none"> Children, young people and families may be less inclined to visit these parks due to the parking charges.
Mitigations:	<p>Funding raised through the parking charges will help to ensure the park is accessible through investment in pathways and ensuring level access routes are maintained and that play equipment will be maintained and replaced when necessary.</p> <p>The charging regime includes periods at the beginning and end of the day where car parking is free. Visitors on foot or on bikes/scooters do not have to pay for access.</p> <p>The council manages many other parks and green spaces with play facilities, toilets and cafes that are free to access and parking is available on-site or on-street.</p>
Age: Older People	Does your analysis indicate a disproportionate impact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Potential impacts:	<p>Older people may be less inclined to visit these parks due to the parking charges. Older people who live close to the park may be affected by people parking on the street to avoid paying fees.</p> <p>Any reduction in the number of on-street available car parking spaces could impact older people more than the general population, because of age-related impairment of mobility.</p>
Mitigations:	<p>Funding raised through the parking charges will help to ensure the park is accessible through investment in pathways and ensuring level access routes are maintained.</p> <p>The charging regime includes periods at the beginning and end of the day where car parking is free.</p> <p>The council manages many other parks and green spaces with play facilities, toilets and cafes that are free to access and parking is available on-site or on-street.</p> <p>Driveway protection introduced as part of this scheme will ensure older residents who rely on their vehicle for mobility will not be prevented from doing so by vehicles blocking their property access.</p>
Disability	Does your analysis indicate a disproportionate impact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Potential impacts:	<p>Disabled people may be less inclined to visit these parks due to the parking charges. Older people who live close to the park may be affected by people parking on the street to avoid paying fees.,</p> <p>Any reduction in the number of on-street available car parking spaces could impact disabled people with a mobility impairment more than the general population.</p>
Mitigations:	<p>Funding raised through the parking charges will help to ensure the park is accessible through investment in pathways and ensuring level access routes are maintained.</p> <p>For blue badge holders car parking is free and a minimum of 5% of the parking capacity will be designed specifically for disabled visitors (excluding overflow).</p> <p>Driveway protection introduced as part of this scheme will ensure residents with a disability who rely on their vehicle for mobility will not be prevented from doing so by vehicles blocking their property access</p> <p>Blue badge holders are entitled to park on double yellow lines for up to three hours as long as they are not causing an obstruction.</p>
Sex	Does your analysis indicate a disproportionate impact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Potential impacts:	Women are more likely to satisfied with parks and are more likely to be single parents on low incomes, this proposal may have an impact on whether they use the park
Mitigations:	Funding raised through the parking charges will help to ensure the park is accessible through investment in pathways and ensuring level access routes are maintained and that play equipment will be maintained and replaced when necessary.
Sexual orientation	Does your analysis indicate a disproportionate impact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

Potential impacts:	LGBTQ+ people may be less inclined to visit these parks due to the parking charges.
Mitigations:	<p>Funding raised through the parking charges will help to ensure the park is welcoming to diverse communities, for example by ensuring that there is a good cultural mix of events within parks that cater to all communities.</p> <p>The council manages many other parks and green spaces with play facilities, toilets and cafes that are free to access and parking is available on-site or on-street.</p> <p>The charging regime includes periods at the beginning and end of the day where car parking is free.</p>
Pregnancy / Maternity	Does your analysis indicate a disproportionate impact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Potential impacts:	<p>People who are pregnant may be less inclined to visit these parks due to the parking charges.</p> <p>The impact of a reduction in the number of on-street parking spaces available upon pregnancy and parents/carers with babies or young children could be greater than on the general population, because of impaired mobility, prams / buggies etc.</p>
Mitigations:	<p>Funding raised through the parking charges will help to ensure the park is accessible through investment in pathways and ensuring level access routes are maintained.</p> <p>The council manages many other parks and green spaces with play facilities, toilets and cafes that are free to access and parking is available on-site or on-street.</p> <p>The charging regime includes periods at the beginning and end of the day where car parking is free.</p>
Gender reassignment	Does your analysis indicate a disproportionate impact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Potential impacts:	As above LGBTQI people may be less inclined to visit these parks due to the parking charges
Mitigations:	<p>Funding raised through the parking charges will help to ensure the park is welcoming to this group by, for example, ensuring that there is a good cultural mix of events within parks that cater to all communities.</p> <p>The council manages many other parks and green spaces with play facilities, toilets and cafes that are free to access and parking is available on-site or on-street.</p> <p>The charging regime includes periods at the beginning and end of the day where car parking is free.</p>
Race	Does your analysis indicate a disproportionate impact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Potential impacts:	Black, Asian and minority ethnic groups may be less inclined to visit these parks due to the parking charges.
Mitigations:	<p>Funding raised through the parking charges will help to ensure the park is welcoming to this group by, for example, ensuring that there is a good cultural mix of events within parks that cater to all communities.</p> <p>The council manages many other parks and green spaces with play facilities, toilets and cafes that are free to access and parking is available on-site or on-street.</p> <p>The charging regime includes periods at the beginning and end of the day where car parking is free.</p>
Religion or Belief	Does your analysis indicate a disproportionate impact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Potential impacts:	People from faith groups may be less inclined to visit these parks due to the parking charges.
Mitigations:	<p>Funding raised through the parking charges will help to ensure the park is welcoming to people from faith groups for example, ensuring that there is a good cultural mix of events within parks that cater to all communities.</p> <p>The council manages many other parks and green spaces with play facilities, toilets and cafes that are free to access and parking is available on-site or on-street.</p> <p>The charging regime includes periods at the beginning and end of the day where car parking is free.</p>

Marriage & civil partnership	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Potential impacts:	
Mitigations:	
OTHER RELEVANT CHARACTERISTICS	
Socio-Economic (deprivation)	Does your analysis indicate a disproportionate impact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Potential impacts:	People experiencing deprivation may be less inclined to visit these parks due to the parking charges.
Mitigations:	Funding raised through the parking charges will help to ensure the park is well maintained and welcoming for all. The council manages many other parks and green spaces with play facilities, toilets and cafes that are free to access and parking is available on-site or on-street. The charging regime includes periods at the beginning and end of the day where car parking is free.
Carers	Does your analysis indicate a disproportionate impact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Potential impacts:	Carers may be less inclined to visit these parks due to the parking charges. <ul style="list-style-type: none"> Loss of on-street parking capacity could also impact on care plans as carers, district nurses or doctors making home visits might need to seek alternative parking, if travelling by car.
Mitigations:	Funding raised through the parking charges will help to ensure the park is accessible through investment in pathways and ensuring level access routes are maintained. For blue badge holders car parking is free and a minimum of 5% of the parking capacity will be designed specifically for disabled visitors (excluding overflow). The council manages many other parks and green spaces with play facilities, toilets and cafes that are free to access and parking is available on-site or on-street. The charging regime includes periods at the beginning and end of the day where car parking is free. Driveway protection introduced as part of this scheme will ensure residents who are carers that rely on their vehicle for work will not be prevented from doing so by vehicles blocking their property access.
Other groups [Please add additional rows below to detail the impact for other relevant groups as appropriate e.g. Asylums and Refugees; Looked after Children / Care Leavers; Homelessness]	
Potential impacts:	
Mitigations:	

3.2 Does the proposal create any benefits for people based on their protected or other relevant characteristics?

Outline any potential benefits of the proposal and how they can be maximised. Identify how the proposal will support our Public Sector Equality Duty to:

- ✓ Eliminate unlawful discrimination for a protected group
- ✓ Advance equality of opportunity between people who share a protected characteristic and those who don't
- ✓ Foster good relations between people who share a protected characteristic and those who don't

The proposal will encourage a turnover of visitors so that the opportunity to have access to a parking space could improve. A lack of spaces is often an issue during holidays and good weather.

The proposal will also raise funds to enable the Council to invest and maintain other free-to-access green spaces that all communities rely on for health and wellbeing.

As and when income is raised the service can consult with representative leaders and organisations of people with protected characteristics to identify specific access needs and subsequently design maintenance and improvement

programmes that deliver these.

The vehicle waiting proposals should contribute to improved highway safety, by reducing the potential for conflict in the vicinity of the proposed waiting restrictions. This would benefit people of all ages, but would be particularly advantageous for elderly and very young people. An indirect effect of a reduction in the availability of on-street parking could be to encourage people to take up active forms of sustainable transport such as walking and cycling, which would deliver significant health benefits to the individual.

Disabled visitors to the locality, who are holders of a disabled person's badge, could find it easier to park, because they are entitled to park on double yellow lines for up to three hours as long as they are not causing an obstruction.

Driveway protection introduced as part of this scheme will ensure residents who are carers that rely on their vehicle for work will not be prevented from doing so by vehicles blocking their property access.

Step 4: Impact

4.1 How has the equality impact assessment informed or changed the proposal?

What are the main conclusions of this assessment? Use this section to provide an overview of your findings. This summary can be included in decision pathway reports etc.

If you have identified any significant negative impacts which cannot be mitigated, provide a justification showing how the proposal is proportionate, necessary, and appropriate despite this.

Summary of significant negative impacts and how they can be mitigated or justified:

This updated equality impact assessment makes it clear to decision makers that the proposal may have a disproportionate impact on some citizens because of existing disparities in the extent to which people in the city are able to manage financially, are reliant on cars, and access/experience parks and green spaces. However the assessment has not changed the recommendations as it believed the proposal provides the best way of raising income to maintain and improve green spaces across the city whilst enabling free to access to both estates for non-driving visitors, applying fees that are affordable and in the control of the user and encouraging access through turnover of visitors.

The charging proposal subject to a community engagement process was a £2 flat fee for access to parking facilities when open. Following this process the proposals were then amended to provide a free-to-access period before 9am and after 6pm and a staggered charge starting at a lower £1 and moving to maximum of £3 for up to 5 hours. Parks will continue to be free to access for non-car users at all times.

The proposed fee regime is designed to offer low-cost short-stay parking at an affordable level. The charging period compares favourably with other council car parking facilities. There are other parks locally that are free.

Summary of positive impacts / opportunities to promote the Public Sector Equality Duty:

The proposal may encourage people to access the sites by foot rather than driving which in itself will have positive impacts for the health and wellbeing of those people. This in turn has benefits for everyone as less car journeys = less harm to the environment.

The proposal will encourage a turnover of visitors so that the opportunity to have access to a parking space could improve. A lack of spaces is often an issue during holidays and good weather.

The proposal will also raise funds to enable the Council to invest and maintain other free-to-access green spaces that all communities rely on for health and wellbeing.

As and when income is raised the service can consult with representative leaders and organisations of people with protected characteristics to identify specific access needs and subsequently design maintenance and improvement programmes that deliver these.

4.2 Action Plan

Use this section to set out any actions you have identified to improve data, mitigate issues, or maximise opportunities etc. If an action is to meet the needs of a particular protected group please specify this.

Improvement / action required	Responsible Officer	Timescale
The service will as part of its review of its Parks and Green Space Strategy consult with representative leaders and organisations of people with protected characteristics (specifically the groups ones identified in this document) to identify specific access needs and subsequently design maintenance and improvement programmes that deliver these.	Jon James	January 22 onwards
We will implement electronic counting to the access points to car parks to determine any change in visitor numbers over time.	Jon James	January 22 onwards

4.3 How will the impact of your proposal and actions be measured?

How will you know if you have been successful? Once the activity has been implemented this equality impact assessment should be periodically reviewed to make sure your changes have been effective your approach is still appropriate.

<p>The proposal to charge where currently access is free understandably met with objections. This is going to make it difficult to separate out the impact of the proposal detail from the principle of charging in any future consultation process.</p> <p>We will implement electronic counting to the access points to car parks to determine any change in visitor numbers over time.</p> <p>We will also analyse year-in-year changes to relevant Quality of Life survey indicators with regard to equalities groups and deprivation Quality of Life 2020-21 — Open Data Bristol.</p>
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Step 5: Review

The Equality and Inclusion Team need at least five working days to comment and feedback on your EqIA. EqIAs should only be marked as reviewed when they provide sufficient information for decision-makers on the equalities impact of the proposal. Please seek feedback and review from the [Equality and Inclusion Team](#) before requesting sign off from your Director¹.

<p>Equality and Inclusion Team Review:</p> <p>Reviewed by the Equality and Inclusion Team 6 January 2022</p>	<p>Director Sign-Off:</p>  <p>Acting Service Director, Management of Place</p>
Date: 06/01/2022	Date: 06/01/2022

¹ Review by the Equality and Inclusion Team confirms there is sufficient analysis for decision makers to consider the likely equality impacts at this stage. This is not an endorsement or approval of the proposal.

