

Herefordshire Council Equality Impact Assessment Form

(Please refer to the Equality Impact Assessment guidance when completing this form)

Name of proposal	Technology and Lighting (S16)
Directorate and Service Area	Economy & Place
Saving £k	£90k
Name of Lead Officer (s)	Clive Hall

Step 1: What is the proposal?

Please explain your proposal in plain English, avoiding acronyms and jargon.

This section should explain how the proposal will impact service users, staff and/or the wider community.

1.1 What is the proposal?

Investment in and deployment of artificial intelligence (AI) and machine learning survey technology for routine and Streetworks inspection, leading to less inspection resources being needed. Deployment of AI Traffic data analysis technology, enabling Hereford to be a test bed for infrastructure improvements that encourage sustainable travel modes. Other AI applications will exist across the public realm service, applications that might be considered include street cleaning/bin emptying, drainage clearance, and winter service. Including an investment of part night lighting (i.e. Street lights off midnight onwards) and some street lighting removal.

Step 2: What information do we have?

Decisions must be evidence-based, and involve people with protected characteristics that could be affected. Please use this section to demonstrate understanding of who could be affected by the proposal.

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

The extent of the asset data, its currency and accuracy is known. All use the highway network.

We can draw upon the experience of other authorities who have successfully implemented technologies such as part night lighting. [See Essex as an example](#),

There they designed a set of exception criteria, as follows:

Certain locations meeting the exception criteria will continue to be lit through the night, such as:

- *Sites where there are a large number of conflicting traffic movements (e.g. roundabouts) which are on significant routes (generally those lit by columns greater than 6m high)*
- *Sites where street lights are installed as a result of accident remedial measures*
- *Town Centre areas where there is one or more of the following features:*
 - *Publicly maintained CCTV*
 - *High proportion of high security premises (e.g. banks, jewellers)*
 - *Areas of high crime risk*
 - *High concentration of people at night such as transport interchanges, nightclubs etc.*
- *Main approaches to town centre areas where there is a mix of development between residential and commercial/industrial (e.g. not exclusively residential)*
- *Sites where the police can demonstrate that there is likely to be an increase in crime if the lights are switched off during part of the night (or that there will be a decrease in crime if the lights are switched back on)*
- *Remote footpaths and alleys linking residential streets*
- *Where there is a statutory requirement to provide lighting.*
- *Lighting for road signs, traffic bollards etc., are not be affected*

The criteria above may not yet be a perfect fit for Herefordshire, but may form a sound basis for consultation and development.

Away from street lighting, the use of AI should better enable staff and providers to focus on engaging with the community.

2.2 Who is missing? Are there any gaps in the data?

No known gaps at this stage. AI solutions will develop and should help close gaps in data/generate 'big data' on network usage and bring with it the opportunity for greater understanding of the impacts that the service has on the community.

2.3 How have we involved, or will we involve, communities and groups that could be affected?

The introduction of part night lighting is not based on personal circumstances. Part night lighting should be implemented in accordance with a well-designed set of exception criteria, these criteria would be consulted upon as part of the decision making process.

Step 3: Who might the proposal impact?

Analysis of impacts on people with protected characteristics must be rigorous. Please demonstrate your analysis of any impacts in this section, referring to all of the equalities groups as defined in the Equality Act 2010.

3.1 Does the proposal have any potentially adverse impacts on people with protected characteristics?

The street lighting proposal may have a direct impact on those who need to use the highway at night, after midnight (say). The absence of street lighting during part of the night may heighten anxiety for some. Evidence seen suggests that the impact on crime and personal safety is negligible, but the perception that part night lighting will have a negative impact on crime and personal safety for all is a real issue for some.

Some may see the deployment of certain AI solution as an invasion of privacy (i.e. movements being monitored, even if not on a personal basis).

3.2 Can these impacts be mitigated or justified? If so, how?

Through the development of sound exception criteria. Working with Police, other key stakeholders and the community. Being responsive to issues and data based decision making.

3.3 Does the proposal create any benefits for people with protected characteristics?

Certain AI solutions may lead to improved travel choices for all.

3.4 Can they be maximised? If so, how?

By well-designed and managed delivery.

Step 4: So what?

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

It highlights the need for careful consideration in design and deployment.

4.2 What actions have been identified going forward?

Each element should be the subject of its own, more detailed EqIA.

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

Through element specific EqIA.

Service Director sign-off:

Date: 30 January 2021

Richard Ball
Director of Economy & Place