

School Street Consultation for St  
Philip's Church of England Primary  
School

Traffic Regulation Order (TRO)

Public Consultation Report

Bath & North East Somerset Council

May 2026

### Quality information

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### Revision History

Revision	Revision date	Details	Authorized	Name	Position

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## 1. Introduction

Bath & North East Somerset (B&NES) Council is proposing to introduce a School Street outside St Philip's Church of England Primary School. The School Street would restrict motor vehicle access to Bloomfield Rise from its junction with Somerdale Avenue and from the surrounding private lanes. Restrictions are only in place for 35 mins during school drop-off and again at pick-up, Monday to Friday during term time. Essential vehicle access is maintained for those who really need it, including residents living on Bloomfield Rise. The aim is to create a safer, calmer environment outside the school gates.

Earlier in the year we invited landowners of these private lanes to a workshop held at the school to discuss solutions for preventing unauthorised access.

Prior to this formal TRO consultation, in December 2025 the council engaged the community on early proposals by circulating an informational leaflet and letter to residents in and around the School Streets and distributing the leaflet to parents and carers of pupils at the school.

From Thursday 26<sup>th</sup> March to Thursday 16<sup>th</sup> April, the council held a three-week Traffic Regulation Order (TRO) public consultation on the School Street proposal, invited the public to attend a drop-in event, and to share their opinions on the proposed scheme via an online survey.

The outcomes of the TRO consultation survey are presented in this report.

### 1.1 About School Streets

School Streets use timed vehicle restrictions outside of schools to create safer, calmer spaces during the school run.

Restrictions can apply to part of a street, the full-length of a street, or several streets, and usually last between 30 and 60 minutes during drop-off and pick-up.

During operating hours, essential access to a School Street is maintained for those that require it via automatic exemptions and permit exemptions. School Streets are typically enforced through signage, trained school and/or volunteer stewards, and temporary barriers.

By restricting vehicle access during the school run, School Streets reduce the number of cars manoeuvring, parking or queuing where children are gathering.

Schools work closely with families to promote safe behaviours, such as careful crossing, considerate parking outside the School Street and slower driving on nearby streets.

Encouraging active travel is another integral part of the School Streets programme that helps to reduce the number of vehicles entering the area at school times, rather than simply moving traffic onto surrounding streets.

#### **Anticipated benefits of a School Street**

- Fewer vehicles outside the school gates, reducing the risk of collisions and improving the safety of children.
- Safer and more pleasant walking, cycling and wheeling routes.
- More children travelling actively.

- Better physical health and focus in class.
- A calmer start and end to the school day.
- A calmer environment for residents living in or near school streets due to fewer vehicles.

## 1.2 The proposal

The council is proposing a School Street on Bloomfield Rise outside St Philip's Church of England Primary School to tackle congestion, encourage more active travel, and improve children's safety at drop-off and pick-up times.

### 1.2.1 Timed restrictions

To create the School Street, we are proposing to restrict motor vehicle access on the full length of Bloomfield Rise (from its junction with Somerdale Avenue) during the times set out below. Essential access is maintained for those who need it.

Proposed restriction times (Monday to Friday, term-time only):

- Mornings: 8:30am to 9:05am
- Afternoons: 3:00pm to 3:35pm

We are also proposing to restrict unauthorised access to Bloomfield Rise from the surrounding private lanes that are often used by motorists to access the school.

Earlier in the year we invited landowners of these private lanes to a workshop to discuss solutions for preventing unauthorised access.

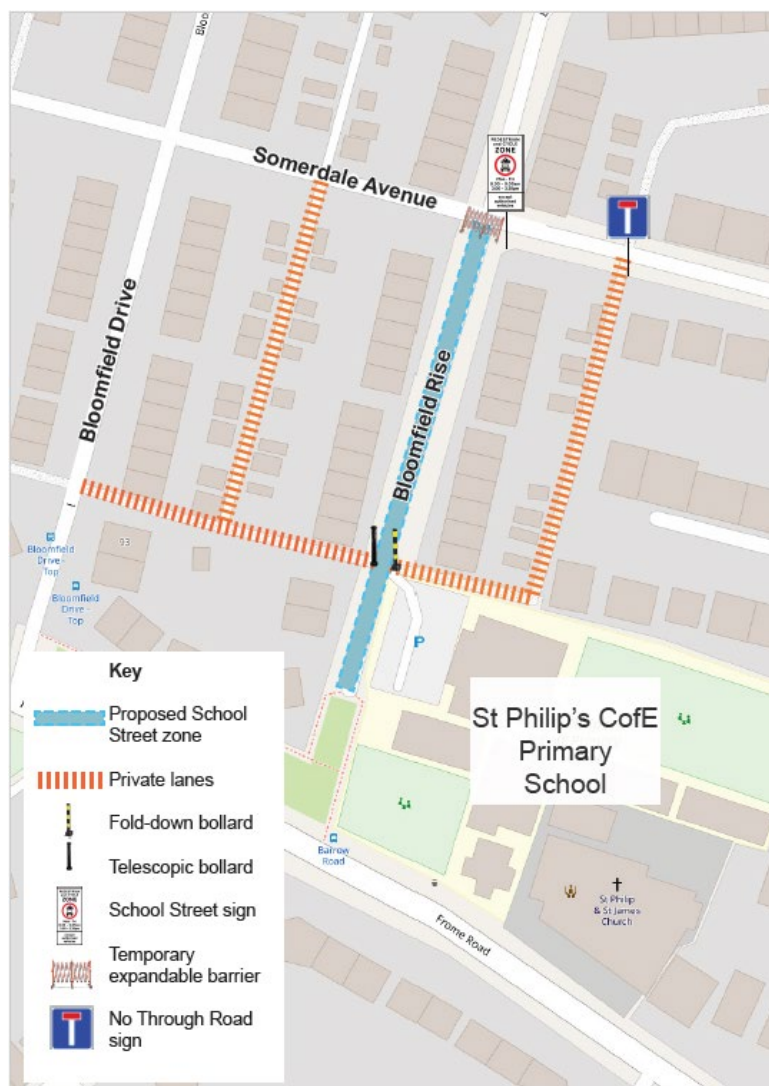
The outcomes are reflected in the proposal to install bollards at the two lanes where they exit into Bloomfield Rise in the following way:

- **One fold-down/collapsible bollard** set slightly into the private lane next to the school, on the side owned by the school. The position of the bollard would protect access to the school car park and neighbouring property. The bollard would be lowered outside of School Street operating hours to allow vehicle access.
- **Two permanent bollards** at the edge of the footway in front of the private lane on the western side of Bloomfield Rise, opposite the school. Buggies and mobility aids would still have access.

Access for landowners to the private lanes and garages on both sides would always be maintained with sufficient turning room.

**Figure 1** shows the extent of the proposed School Street, the location of temporary barriers and position of School Street signage.

**Figure 1: Proposed School Street**



Source: <https://www.bathnes.gov.uk/stphilips-schoolstreet>

### 1.2.2 Management of the School Street

Clear signage would be installed at all entry points to the School Street to show when restrictions are in operation. The proposed sign locations are shown in **Figure 1**.

Trained volunteer and school stewards would be present during operating hours to welcome families, put up and remove temporary barriers (stored at the school), and manage access for authorised vehicles and permit holders.

The collapsible bollard located in the lane next to the school (east of Bloomfield Rise) would be raised by the school during operating hours in the morning and afternoon. At all other times the bollard would be lowered to enable vehicle access to Bloomfield Rise from the lane.

The bollards opposite the school would be permanent, always restricting access into Bloomfield Rise from the lane

### 1.3 The TRO public consultation and questionnaire

The aims of the scheme and a full summary of the proposals, including an annotated map (Figure 1) and who would be exempted from the restrictions were available throughout the consultation at [bathnes.gov.uk/stphilips-schoolstreet](https://bathnes.gov.uk/stphilips-schoolstreet)

A drop-in event was also held at St Philip's Primary school on Tuesday 31<sup>st</sup> March. The event provided members of the public an opportunity to meet the team and to ask questions about the design and how School Streets work. The event was attended by 23 people.

The council informed 436 residents of the TRO public consultation by letter on 26<sup>th</sup> March 2026. The TRO was also publicised on the street and promoted on the council's social media channels. The public consultation was open to everyone.

A printed postcard promoting the opportunity to 'have your say' was distributed to 350 parents and carers at the schools (via the children's book bags) and B&NES provided the school with content to promote the consultation via the school's newsletter and other communication channels.

The TRO public consultation questionnaire was available on the council's website from Thursday 26<sup>th</sup> March to Thursday 16<sup>th</sup> April (5pm) with print and alternative formats available on request. A copy of the questionnaire is provided in **Appendix A** at the end of this report. In addition, the proposals were also presented on the council's standard Appyway consultation portal and respondents could also submit a representation through this.

### 1.4 Report structure

The structure of the report shows:

- The method of receiving and analysing responses.
- The findings for the level of support or objection to the trial.
- Provided comments summarised to coded themes.

## 2. Methodology

### 2.1 Receiving responses

The TRO public consultation questionnaire was hosted on the council's website [bathnes.gov.uk/stphilips-schoolstreet](http://bathnes.gov.uk/stphilips-schoolstreet). Responses could also be submitted via [Appyway](#). To ensure inclusivity, the council accepted responses via email and the hard copy questionnaire as well as online. Paper copies of the questionnaire were available to complete at the event and five were completed and subsequently copied into the online survey.

### 2.2 Analysis and reporting

The public consultation was open to all and therefore respondents were self-selecting and made their own decision on whether to provide a response. This means findings should not be considered representative of the population, either for the local area or Bath and North East Somerset. The purpose of this report is to summarise the views of those who responded and the main reasons why these views were held.

#### Free text (open) questions

AECOM developed a robust framework to analyse the free text comments and ensure the frequency and strength of feeling is accurately reported. This process is known as coding; a list of themes was developed based on comments received. All responses received were read by a professional coder and grouped into themes, to allow meaningful analysis. Over 10 per cent of each coders work were checked as part of our quality control procedures.

Findings are reported by the number of comments made about each theme. It is important to bear in mind that a single response can have comments both in support and in objection to the scheme and raise concerns. A single response could mention more than one theme, and this explains why the number of comments may add up to more than the number of responses. It is important to bear this in mind when interpreting the public consultation findings.

#### Closed questions

Closed questions are those with a set list of possible answers for a respondent to select from to complete their response. The percentages shown only include those who responded to each question.

Where percentages do not sum to 100% in the main body of the report, this is due to rounding.

### 2.3 Response overview

There were 47 responses to the TRO public consultation, 46 of these responses were provided using the public consultation questionnaire, one was received by app.

### 2.4 Response profile

**Table 1** shows an overview of the respondents who provided a response to the TRO public consultation. There was an almost even split between responses by local residents (n=23 or 49%) and parents or guardians of a pupil attending the school (n=20 or 43%). Of the remaining four respondents, one respondent was a local stakeholder, two answered in another capacity not listed in the survey and the respondent who answered using the app, did not provide this information.

**Table 1: Capacity each respondent is providing response**

Type of respondent	Number	Percent
<b>Base:</b> All who responded to the online public consultation survey	<b>47</b>	<b>100</b>
Both a parent of a pupil attending school and resident of area	1	2
Both parent of a pupil and works at school	1	2
I am a parent/guardian of a pupil who attends St Philip's CofE Primary School	20	43
I am a resident of Bath (either living on the school street or in the wider area)	23	49
I am responding on behalf of a local stakeholder group	1	2
No response (responded using via Appyway)	1	2

There was an option to answer equality monitoring questions in the survey, 45% of respondents (n=21) provided this information. The responses to the equality monitoring questions are provided in **Appendix B**.

## 3. Findings

This section describes the findings from the TRO public consultation survey.

### 3.1 Level of support for the TRO proposal

Almost all respondents (89%) supported the scheme either wholly (n=33) or partially (n=9). The low sample size does not enable statistical analysis to be completed, however, indicatively:

- All parents or guardians of pupils who attend St Philip's CofE primary school, wholly supported the proposal (n=20).
- Among all residents, more supported than objected to the proposals (n=19 and n=4 respectively).

This is shown in Table 2.

**Table 2: Level of support or objection to the proposal (N)**

<b>Level of Support</b>	<b>Total</b>	<b>Parent / Guardian of a pupil who attends St Philip's CofE Primary School</b>	<b>Resident of Bath (either living on the school street or in the wider area)</b>	<b>Responding on behalf of a local stakeholder group</b>	<b>Something else</b>
<b>Base: All respondents</b>	<b>46</b>	<b>20</b>	<b>23</b>	<b>1</b>	<b>2</b>
I wholly support this proposal	33	20	10	1	2
I partially support this proposal	9	0	9	0	0
I neither support nor object to this proposal	0	0	0	0	0
I partially object to this proposal	1	0	1	0	0
I wholly object to this proposal	3	0	3	0	0
<b>Total: Wholly or partially support</b>	<b>42</b>	<b>20</b>	<b>19</b>	<b>1</b>	<b>2</b>
<b>Total: Wholly or partially object</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>

*One respondent answered via the app and stated "object"*

## 3.2 Number of respondents commenting by category

This section shows the number of times a theme was mentioned in respondents' comments, arranged by category, using the list provided in the public consultation survey. More detail on the themes is provided for each of seven categories below. In total, 40 out of 47 respondents provided a comment to the TRO public consultation.

### 3.2.1 Themes from comments about parking

Table 3 shows the themes from comments provided by 14 respondents on the theme of parking. Comments regarding parking included both current issues and potential ones should the School Street be implemented.

**Table 3: Number of comments provided per theme about parking (N)**

Theme	Count
<b>Total number of respondents who mentioned at least one theme about parking</b>	<b>14</b>
Issues around parking behaviours – the School Street will improve this	9
Issues around parking behaviours – the School Street will worsen this	5
Parking currently is a problem for residents	2

Respondents (n=14) described current issues around poor driver behaviour, in particular parking on double yellow lines or dropped kerbs.

Of the 14 respondents who described current parking issues, nine felt that the school street would improve parking in the area.

*“There have been many occasions where there have been “near” misses with cars parked at the bottom of the road, some where vehicles have reversed onto the pavement with children walking by”*

Of the 14 respondents who described current parking issues, five felt it would make these worse, specifically on neighbouring roads such as Bloomfield Rise, Bloomfield Drive and Somerdale Avenue.

*“Currently, parking on Somerdale [Avenue] and Bloomfield Drive is becoming increasingly difficult for residents...The school street will add to already existing parking and traffic congestion and parking issues to the neighbourhood streets including Bloomfield Drive, Rush Hill, Somerdale Avenue and into Corston View”*

### 3.2.2 Themes from comments about traffic

Table 4 shows the themes from comments provided by seven respondents on the theme of traffic.

**Table 4: Number of comments provided per theme about traffic (N)**

Theme	Count
<b>Total number of respondents who mentioned at least one theme about traffic</b>	<b>7</b>
Will cause congestion / Will not reduce congestion	4
Will displace traffic / increase traffic elsewhere	2
Will require camera enforcement	1
Will improve traffic flow in the wider area	1

There were comments from some respondents that displaced traffic would cause congestion in the area.

*“My concern is that by closing Bloomfield Rise, the traffic and poor parking will worsen with all of that extra traffic forced onto Somerdale Avenue, which is already overloaded.”*

### 3.2.3 Themes from comments about safety

Table 5 shows main themes from comments provided by 26 respondents on the theme of safety.

**Table 5: Number of comments provided per theme about safety (N)**

Theme	Count
<b>Total number of respondents who mentioned at least one theme about safety</b>	<b>26</b>
There is a current issue around safety for children	18
Will improve safety for children	14
Will reduce dangerous driving	14
Will improve safety (general comment)	7
Will improve safety with walking	3
Will cause accidents / reduce safety (general comment)	1
Will not improve safety	1
Will improve safety with cycling	1

18 respondents stated that child safety is currently an issue around the school with many stating that cars, both moving and stationary, are the primary cause. Most of these commented later that the School Street will improve safety.

*“It is extremely dangerous when cars drive down the road during school drop off and pick up. I have seen many children being nearly knocked by cars and this scheme would create a safe environment for children to access their school in the mornings and leave safely in the afternoons.”*

Those who felt that safety would be improved for children commented on the anticipated benefit of having vehicle free streets outside the school making it safer for children.

*“It would be nice to know that there are limited vehicles around the school entrances and therefore it is a safer environment. There are a lot of SEND (Special education needs and disabilities) children at the school whose sense of road safety is reduced and this would be a step to ensure their welfare.”*

### **3.2.4 Themes from comments about the environment**

There were five comments about the environment which all mentioned that the area around the school would benefit from a reduction in air pollution due to less traffic in the area during pick-up and drop-off times. Some added that this would benefit the health of children.

*“I have seen for myself elsewhere the difference a school street can make and not only does it keep children safer walking into school, it also protects their lungs from air pollution.”*

### **3.2.5 Themes from comments about access**

There were three comments about access. Two respondents felt the proposed school street would have a negative impact on them due to access issues for themselves or delivery drivers. One respondent commented how this would improve access to the school.

### **3.2.6 Themes from comments about disturbance**

One respondent commented they would benefit from reduced noise pollution.

### **3.2.7 Themes from comments about finance**

No comments were received on the theme of finance

### **3.2.8 General comments and other themes**

There were 14 comments provided which were general or did not fit into any of the categories listed in the official TRO public consultation questionnaire. These are shown in Table 6.

**Table 6: Number of comments provided per theme which did not fit into any of the categories (N)**

Theme	Count
<b>Total number of respondents who provided at least one other theme or general comment</b>	<b>14</b>
Support the scheme (general comment)	6
Had a positive impact on walking / cycling (active travel)	2
Relies on volunteers / sustainability concern	2
Oppose the scheme/will have a negative impact (general comment)	1
Unfair on disabled students/ SEND children	1
Unfair on those who cannot switch from car use to cycling or walking	1
Need assurance residents will be exempt	1
Suggest a care worker should be exempt	1
Teachers shouldn't have to do traffic duty	1

### 3.2.9 Suggested changes to the proposals for the School Street

Whether respondents supported or objected to the School Street, some made suggestions to enhance or adapt the School Street. These are shown in Table 7.

**Table 7: Number of comments provided suggesting changes to the School Street (N)**

Theme	Count
<b>Total number of respondents who suggested changes to the School Street</b>	<b>9</b>
Suggests using temporary/part time bollards instead of permanent ones	6
Alternate suggestion/ more measures needed	5

Six respondents suggested using temporary bollards instead of the permanent ones suggested to minimise the impact outside of school pick-up and drop-off times.

*"I don't understand the need for these to be permanent. In times Bloomfield Rise becomes blocked by waste collection, delivery drivers and this provides a means to exit. In my mind, it would be more sensible to make this bolder collapsible as per the other ones."*

Other suggestions included additional street markings and additional signage.

*"Please can you consider painting double yellow lines at all junctions into both the lanes at both ends of Bloomfield Rise and also the roads leading into both ends of Bloomfield Rise to include the cricket club end"*

*"On the Bloomfield Drive end of the lane could a sign saying no public vehicular access be put in place?"*

## 4. Information about the proposals

Feedback received from this formal public consultation will be summarised in a report to the deciding officer (the Director of Place Management). If plans are supported, the council will:

- make any necessary amendments before finalising the design
- invite applications for permit exemptions
- train stewards and work with the school to encourage more active travel and promote safe driving behaviours
- launch the School Street in Summer 2026

Should the scheme be installed, the council would monitor traffic and travel behaviour to assess the School Street's effectiveness, drawing on baseline counts gathered before launch. Adjustments would be made to the scheme, as required.

More information about School Streets TRO consultation can be found at <https://www.bathnes.gov.uk/stphilips-schoolstreet>.

The council's School Streets team can be contacted by emailing [school\\_streets@bathnes.gov.uk](mailto:school_streets@bathnes.gov.uk), or by calling **01225 394 025**

## Appendix A Official TRO Public Consultation Questionnaire

### TRO consultation: School Street outside St Philip's CofE School on Bloomfield Rise

Thank you for sharing your views on a proposal for a School Street.

These proposals are designed to create a safer environment outside of St Philip's CofE School by restricting access to Bloomfield Rise for most vehicles between 8:30 and 9:05am and again between 3:00 and 3:35pm (Mon-Fri during term time only).

During these hours, we are also proposing to restrict access into Bloomfield Rise from the private lane located west of Bloomfield Rise (next to the school) by way of a fold-down/collapsible bollard.

Additionally, we are proposing to permanently restrict access into Bloomfield Rise from the private lane located east of Bloomfield Rise (opposite the school) by way of two permanent bollards at the edge of the footway at the lane's entrance.

Essential access to Bloomfield Rise would be maintained for those that need it, with authorised vehicles and those eligible to apply for exemption permits outlined in full on our web page.

Before you begin

- It is very important that you refer to all the supporting information (including an annotated map) provided on our web page
- Questions marked with \* are mandatory

Your responses will remain confidential and will be used solely for the purposes of this consultation. We will ask you for your address to help us analyse the survey, and for your email address so that we can contact you about your feedback if required.

The survey also includes a set of optional equality monitoring questions. Each of these includes a "prefer not to say" option should you choose not to disclose that information.

Completing the survey should take no more than a few minutes depending on whether you choose to add extra comments at the end or fill out the equalities monitoring section.

This consultation is open from Thursday 26 March until 5pm on Thursday 16 April 2026.

If you have any questions or need assistance or an alternative format, please contact us at [school\\_streets@bathnes.gov.uk](mailto:school_streets@bathnes.gov.uk) or 01225 394025.

1. About you
  - Please tell us about you

We ask for your name and email address as we may need to contact you about your response or to update you on the scheme.

- Full name
- Contact email address

2. Address
  - Please enter your full postcode.

We ask for the address to help us understand your responses more fully.

Enter a postcode/ For example, BA1 5AW

- Find your postcode
  - I would like to enter the address manually
3. Your support of the proposal. Please tell us your level of support\*
- I wholly support this proposal
  - I partially support this proposal
  - I neither support nor object to this proposal
  - I partially object to this proposal
  - I wholly object to this proposal
4. Response type

Please tell us which category your response falls under (Please select all that apply)

- Parking
  - Traffic
  - Safety
  - Access
  - Disturbance
  - Financial
  - Environmental
  - Something else
5. Responder type

In what capacity are you responding to this survey?\*

- I am a parent/guardian of a pupil who attends St Philip's CofE Primary School
  - I work or volunteer at St Philip's CofE Primary School
  - I am a regular visitor to the local area (not visiting the school) e.g. carer
  - I am a resident of Bath (either living on the school street or in the wider area)
  - I am responding on behalf of a local business
  - I am responding on behalf of a local stakeholder group
  - Something else (Please state your interest in this area and why you are responding to this survey)
6. If you would like to explain the grounds for your objection or your support for the scheme, please use the space below:
- Comments:
7. Before you submit your responses, we'd like to ask a few equality monitoring questions

These questions are optional, and will not affect how we treat your response to the consultation. We aim to make sure that we are taking into account everyone's needs when designing services, and equality monitoring questions are one way of helping us to do this

Are you happy to answer equality monitoring questions?

- Yes, I'll answer the equality questions (takes 2 minutes)
- No, please skip the equality questions

What is your date of birth? For example, 31 3 1980. If you prefer not to say, continue without entering any information.

- What is your date of birth?

Do you have any physical or mental health conditions or illness lasting, or expected to last, 12 months or more?

- Yes
- No
- Prefer not to say

What is your ethnic group?

- White
- Mixed or multiple ethnic groups
- Asian or Asian British
- Black, African, Caribbean or Black British
- Other ethnic group
- Prefer not to say

What is your legal marital or registered civil partnership status?

- Never married and never registered in a civil partnership
- Married
- In a registered civil partnership
- Separated, but still legally married
- Separated, but still legally in a civil partnership
- Divorced
- Formerly in a civil partnership which is now legally dissolved
- Widowed
- Surviving partner from a registered civil partnership
- Prefer not to say

What is your religion?

- No religion
- Christian

- Including Church of England, Catholic, Protestant and all other Christian denominations.
- Buddhist
- Hindu
- Jewish
- Muslim
- Sikh
- Any other religion
- Prefer not to say
- What is your sex?
- Female
- Male
- Prefer not to say

Is the gender you identify with the same as your sex registered at birth?

- Yes
- No

Prefer not to say

Which of the following best describes your sexual orientation?

- Heterosexual or straight
- Gay or lesbian
- Bisexual
- Prefer not to say
- Other (How would you describe your sexual orientation?)

Are you care experienced?

In B&NES, you are 'care-experienced' if you spent any time in your childhood in Local Authority care, living away from your parent(s). For example: you were adopted, lived in residential care, lived in foster care, lived in kinship care, lived under a special guardianship arrangement.

- Yes
- No
- Prefer not to say

## Appendix B Equality monitoring response

All respondents were invited to complete the equality monitoring questions at the end of the official TRO public consultation questionnaire and 21 respondents did this. The outcomes to these questions are shown in the tables below.

**Table A1: Age group**

Age group	Number	Percent
<b>Base:</b> All who responded to the equality monitoring questions	<b>21</b>	<b>100</b>
Under 25	1	5
25 to 34	1	5
35 to 44	11	52
45 to 54	6	29
55 or over	3	14

**Table A2: Sex / Gender**

Sex	Number	Percent
<b>Base:</b> All who responded to the equality monitoring questions	<b>21</b>	<b>100</b>
Female	14	66
Male	6	29
Prefer not to say	1	5

**Table A3: Ethnic background**

Ethnic group	Number	Percent
<b>Base:</b> All who responded to the equality monitoring questions	<b>21</b>	<b>100</b>
White	20	95
Prefer not to say	1	5

**Table A4: Physical, mental health conditions or illness lasting, or expected to last, 12 months or more**

Physical, mental or illness lasting 12 months or more	Number	Percent
<b>Base:</b> All who responded to the equality monitoring questions	<b>21</b>	<b>100</b>
Yes	5	24
No	15	71
Prefer not to say	1	5

**Table A5: Marital or civil partnership status**

Marital or civil partnership	Number	Percent
<b>Base:</b> All who responded to the equality monitoring questions	<b>21</b>	<b>100</b>
Never married and never registered in a civil partnership	7	33
Married	9	43
Divorced	3	14
Prefer not to say	2	10

**Table A6: Religious affiliation**

Religious affiliation	Number	Percent
<b>Base:</b> All who responded to the equality monitoring questions	<b>21</b>	<b>100</b>
No religion	8	38
Christian	11	52
Prefer not to say	2	10

**Table A7: Sexual orientation**

Sexual orientation	Number	Percent
<b>Base:</b> All who responded to the equality monitoring questions	<b>21</b>	<b>100</b>
Heterosexual or straight	17	81
Gay or lesbian	1	5
Prefer not to say	3	14

**Table A8: Care experienced**

Care experienced	Number	Percent
<b>Base:</b> All who responded to the equality monitoring questions	<b>21</b>	<b>100</b>
Yes	20	95
No	0	0
Prefer not to say	1	5

