



# Riverside Path Improvement Scheme Consultation Report

<b>Report date</b>	December 2024
<b>Author</b>	Shoaib Mahmood, Transport Project Manager

## Summary

1. The Riverside Path Improvement Scheme Consultation ran from 6<sup>th</sup> November 2024 to 1<sup>st</sup> December 2024.
2. Two in person engagement drop in events were held to provide the public further opportunity to view plans and discuss the Riverside Path Improvement Scheme with a member of the project team.
3. These were held at the following dates and locations:
  - a) Tuesday 12 November, 2.30 pm – 7 pm at St Barnabus Church, Jubilee Terrace, Leeman Rd, York YO26 4YZ
  - b) Thursday 21 November 2.30 pm – 7 pm at St Barnabus Church, Jubilee Terrace, Leeman Rd, York YO26 4YZ
4. The drop in events were well attended.
5. One number online engagement was held on Microsoft Teams.
  - a) Thursday 14 November 5.30 pm – 6.30 pm – Online event
6. The online event had low attendance. It was intended to accommodate individuals who might face challenges attending the in-person drop-in session due to time constraints or accessibility issues.
7. A survey was created to obtain feedback from the public, the survey was accessed from the following web link:
 

<https://ourbigconversation.york.gov.uk/business-intelligence/riverside-path-improvement-york>
8. Paper copies of the survey were also printed and distributed at the following sites:
  - a) I am reuseable Food Bank, 45 Aldborough Way, York, YO26 4UX.
  - b) City of York Council, West Offices, Station Rise, York YO1 6GA
  - c) St Barnabus Church, Jubilee Terrace, Leeman Rd, York YO26 4YZ

9. The purpose of the engagement was held to provide the public further opportunity to view plans and discuss the Riverside Path Improvement Scheme with a member of the project team.
10. The purpose of the survey was to capture the feedback to present in this report and to steer the detailed design stage.
11. The survey received 624 online responses and 12 paper copies, totalling 636.
12. Three emails were received via the dedicated mail box.
13. It is important to note that the free-text responses have been categorised into key themes. This process involved a degree of subjectivity, as the free-text entries often contained multiple points, making it challenging to isolate a single key theme.

#### **Email - Summary of feedback received from York Disability Rights Forum Access Group**

14. General Observations:
  - a) Appreciation for some prior feedback being incorporated into the plans, but concern that "accessibility" has been oversimplified into a single bullet point.
  - b) Feedback on the online survey notes it is too prescriptive, lacks clarity, and does not allow for detailed responses.
15. Key Recommendations and Comments on the Scheme:
  - a) Blue Badge Parking:
16. Welcomes the introduction of formalized Blue Badge parking bays.
  - a) Shared Spaces and Path Segregation:
17. Shared spaces transitioning to separate pedestrian and cycle paths are deemed unsuitable for pedestrian safety. A segregated approach with tactile delineators is recommended.
18. Clarification is needed on pedestrian priority and cyclist behavior, with clear instructions to give way to pedestrians.
19. Chicane Barriers:
  - a) The review should prioritize access for disabled pedestrians and mobility aid users while balancing the need to deter motorcyclists.
20. Seating:
  - a) Accessible benches should be included, offering a mix of seating types suitable for all users, with level access.
21. Lighting and Safety:
  - a) Improved lighting and CCTV are essential to make the path feel safe, especially for disabled people and women, given its isolated location.

22. Cycle Parking:
  - a) Ensure cycle parking accommodates adapted cycles.
23. Narrow Path Section:
  - a) Concerns about cyclists and pedestrians sharing space near the city center. Recommendations include clear path delineation and dismount instructions for cyclists in bottleneck areas.
24. Public Realm Accessibility:
  - a) Measures should ensure that public spaces are accessible to disabled people.
25. Orientation and Security:
  - a) The wall-adjacent path offers security and orientation for some users and should remain an option.
26. Conclusion:
  - a) The scheme has the potential to enhance safety for all users and support Active Travel goals. Incorporating these recommendations would significantly improve access and safety for disabled pedestrians and ensure inclusivity without detracting from cyclist benefits.

#### **Email – Summary of feedback received from York Civic Trust**

27. Section A: Jubilee Terrace to Kingsland Terrace
28. Support for Improvements:
  - a) Welcomes improved signage and road markings, including double yellow lines near St. Barnabas Church.
  - b) Believes these changes will reduce conflicts between pedestrians, cyclists, and vehicles, enhancing active travel opportunities and improving access to the riverside path.
29. Section B1 & B2: Scarborough Bridge
30. Key Concerns:
31. Personal Security:
  - a) Proposed arrangements channel disabled persons and pedestrians between a high concrete wall and new planting, potentially creating secluded spaces that feel unsafe, especially after dark or if planting is poorly maintained.
32. Pedestrian-Cycle Interaction:
  - a) Pedestrians must cross the cycle lane to access the new public space, raising safety issues, particularly for families and dog walkers.

- b) Benches facing the cycle track may encourage faster cycling speeds, adding further risks.
- 33. Path Layout and Desire Lines:
  - a) The current design does not reflect existing pedestrian desire lines along the riverbank, a popular route for dog walkers and leisure walkers due to its scenic views.
- 34. Strong recommendation to switch the path layout:
  - a) Position the cycle path against the wall with low-height planting.
  - b) Move the pedestrian path closer to the riverbank to ensure safer and more enjoyable use for families, dog walkers, and leisure users.
- 35. Alignment with Prior Consultation:
  - a) The proposed design does not fully align with feedback from the December which emphasized creating more space for diverse path users (83.6% supported this goal).
- 36. Connectivity Issues:
  - a) The visuals lack clarity on pedestrian and cyclist egress from Aldbrough Way onto the existing path.
- 37. Scarborough Bridge Recommendations
- 38. Lighting:
  - a) Strong support for improved underpass lighting to enhance safety and visibility.
- 39. Reopening the Historic Archway:
  - a) Recommends reopening the western archway under Scarborough Bridge to allow better separation of pedestrians and cyclists, mirroring the eastern bank design.
  - b) Proposes raising the towpath in this section to achieve this, which is seen as feasible given the existing step access.
  - c) Notes the historical significance of the arches, originally part of the 1845 bridge, with the western arch blocked in the 1870s.
- 40. Summary of Key Recommendations:
- 41. Path Design Adjustments:
  - a) Switch the layout to place the cycle path against the wall and the pedestrian path closer to the riverbank, with low-height planting for visibility and safety.

42. Safety Enhancements:
- a) Address security concerns by maintaining planting and improving lighting, particularly in secluded areas.
43. Connectivity Improvements:
- a) Provide clearer visuals and plans for path egress points, particularly at Aldborough Way.
44. Scarborough Bridge Improvements:
- a) Enhance lighting in the underpass.
  - b) Reopen the historic western archway for better pedestrian-cyclist separation and user experience.
45. These adjustments aim to align with previous consultation feedback, enhance user safety, and create a more inclusive and enjoyable active travel environment.

### **Response from St. Barnabas Church:**

#### **Parking and Accessibility:**

46. The placement of double yellow lines outside the church limits parking, which traditionally served churchgoers and vicarage visitors, restricting access to regular services, events, and community activities.
47. Accessibility parking is noted to be inconveniently far for those with mobility challenges, restricting access to regular services, events, and community activities.
48. Displacement of parking to nearby residential streets is flagged as a potential issue, likely to create conflicts with local residents.

#### **Suggestions for Improvement:**

49. Pause Section A plans until adequate funding is available to implement improvements for all road users (pedestrians, cyclists, and cars).
50. Utilise the current layout of path leading up to St. Barnabas Close, which has ramped access, to segregate different modes of transport.
51. Implement measures for cyclists, such as signage encouraging dismounting or slowing down, to improve safety.

#### **Proposal for St. Barnabas Square:**

52. Suggest creating a designated square to enhance the sense of arrival into Leeman Road.
53. This would involve using the existing road width, grassed areas, and pathways, and possibly adjusting the church fence to reduce pinch points and improve vehicular turning ease.

#### **Community Impact:**

54. Emphasis should also be on the church as an Asset of Community Value, which has building plans to expand its usage for greater community benefit.
55. The current double yellow line scheme is deemed restrictive for users of the church building.

Positive Acknowledgment:

56. The church commends the general goals of the scheme but stresses that the current design does not adequately address its specific needs regarding parking, access, and church building usage.
57. We understand that the allocated funding is intended to support active travel, not only for routes through Leeman Road into town but also for connecting the communities to essential destinations. As such, we would like to highlight the critical importance of ensuring that people using all forms of transport—including pedestrians, cyclists, and motorists—can easily and safely access the Leeman Road community church building. This is a vital hub for community activities and services, and accessibility should remain a central consideration

## **Survey Summary**

### **Section A**

- 58. 64.4% of responses believe the design proposed for Section A meets the scheme objectives in enabling active travel by reducing conflict between pedestrians, cyclists and vehicles.
- 59. 63.4% of responses believe the design proposed for Section A will help improve walking, wheeling and cycling access to the riverside path.
- 60. 62.4% of responses believe the design proposed for Section A will enhance opportunities for walking, cycling and other forms of active travel.
- 61. 58.7% of responses support the proposed design for Section A

### **Section B1**

- 62. 90.6% of responses believe the design proposed for Section B1 meets the scheme objectives in reducing conflict between pedestrians and cyclists.
- 63. 90.1% % of responses believe the proposed design for Section B1 enhances opportunities for walking, cycling, and other forms of active travel.
- 64. 94.4% support the design (in Section B1) in providing a segregated path for pedestrians and cyclists whilst maximising capacity and retaining the existing tree line.
- 65. 88% support the lighting provisions proposed in Section B1
- 66. 86.8% support the proposed design in Section B1
- 67. 78.7% supported the resting areas proposed in Section B1

### **Section B2**

- 68. 93.4% supported raising the level of the footpath to reduce impact of flooding.
- 69. 92.3% supported the design in improving visibility through the bridge.
- 70. 86% supported the proposed design for Section B2
- 71. 77.6% agreed that the proposed design to widen and realign the shared-use path near Scarborough Bridge improves visibility through the underpass.

### **Overall**

- 72. 85.6% supported the full design proposed for the Riverside Path Improvement Scheme.

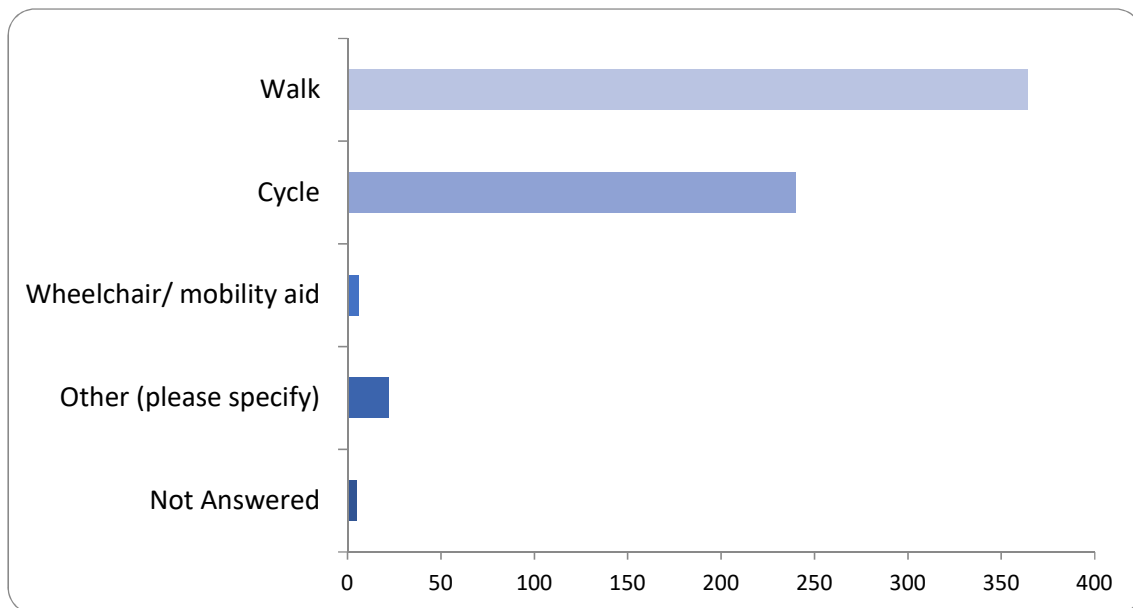
### **Conclusion**

- 73. Section B1 and B2 received the most support, scoring 86.8% and 86% of support from the responses. Section A received 58.7% support.

74. 34% of the responses in the free-text box for Section A focused on themes related to parking concerns, displacement, and general parking comments.
75. 23% of the responses in the free-text box for Section B1 highlighted themes of safety and lighting.
76. 31% of the responses in the free-text box for Section B2 addressed themes concerning cyclist and pedestrian interactions.

## Section A

77. How do you usually travel on the Jubilee Terrace to Scarborough Bridge riverside path? (632 responses)



Option	Total	Percent
Walk	364	57.14%
Cycle	240	37.68%
Wheelchair/ mobility aid	6	0.94%
Other (please specify)	22	3.45%
Not Answered	5	0.78%

## Text - How travel other

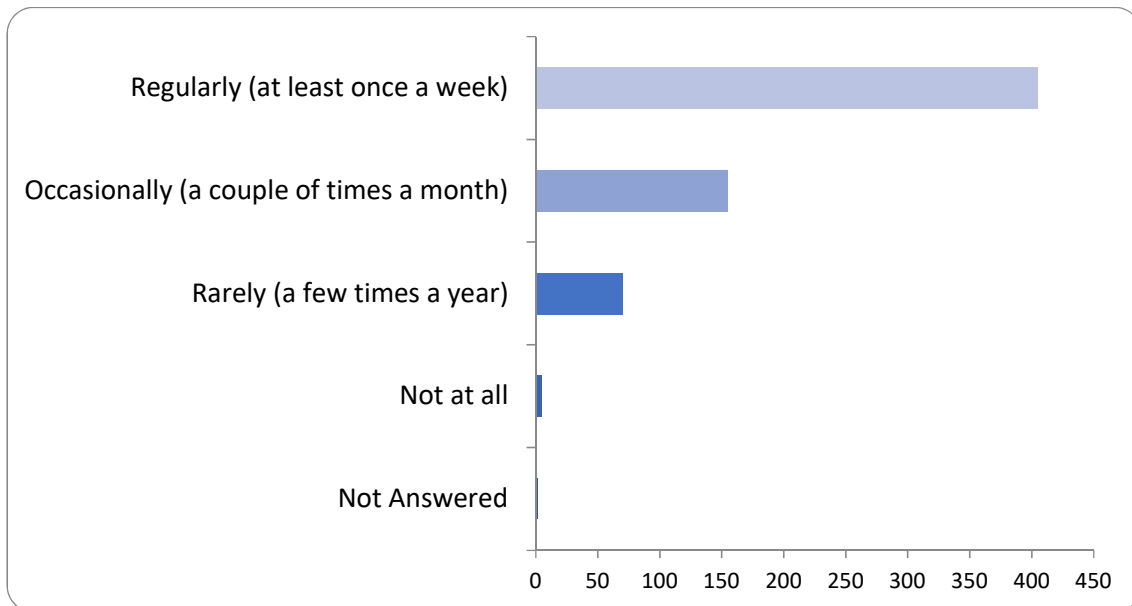
Out of the 22 responses to other response, this was split as following:

- Multimodal (9 responses)
- Run (9 responses)
- Drive (2 responses)



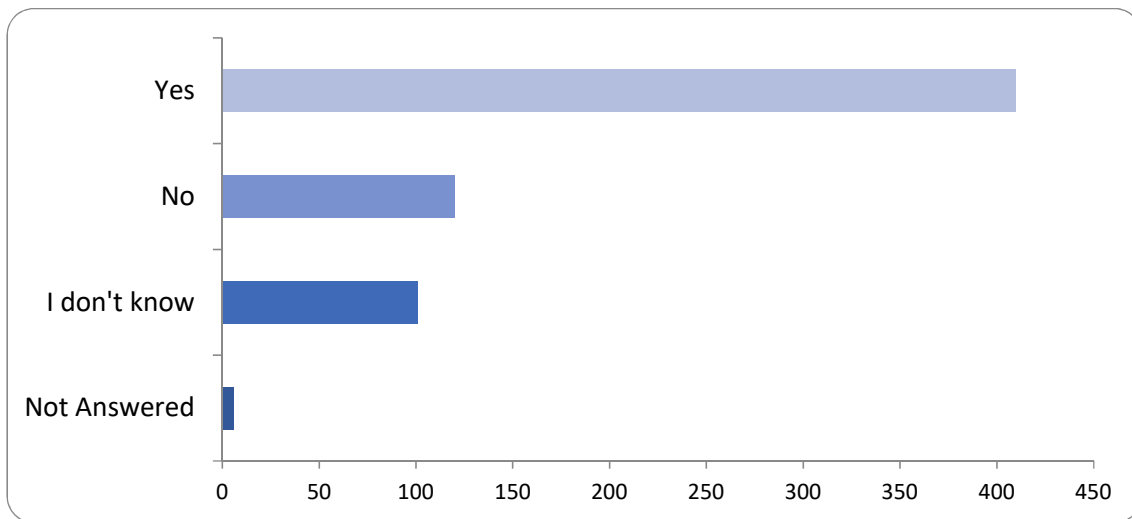
- Other (2 responses)

78. How often do you usually travel on the Jubilee Terrace to Scarborough Bridge riverside path? (635 responses)



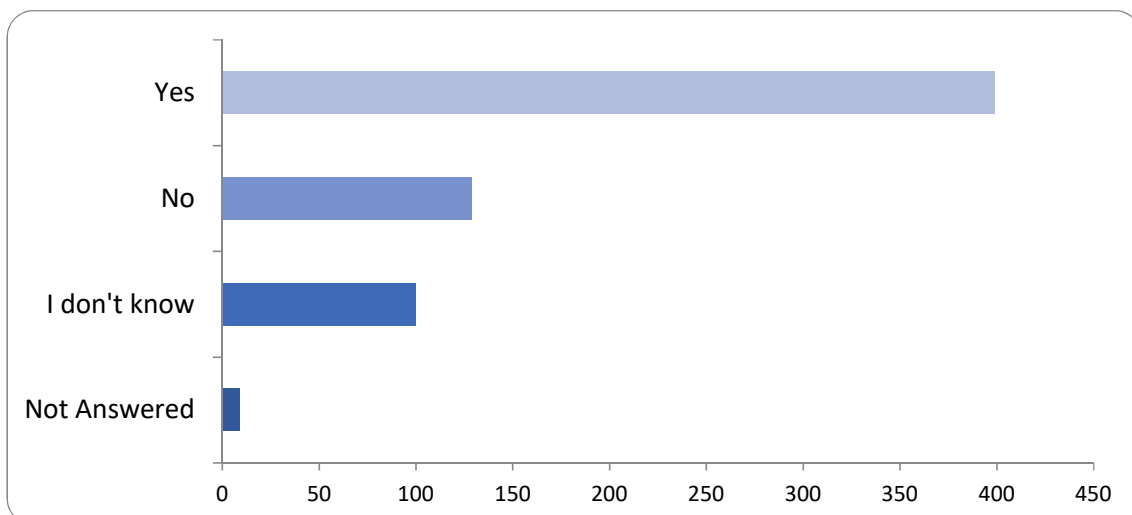
Option	Total	Percent
Regularly (at least once a week)	405	63.58%
Occasionally (a couple of times a month)	155	24.33%
Rarely (a few times a year)	70	10.99%
Not at all	5	0.78%
Not Answered	2	0.31%

79. Do you think the design proposed for Section A meets the scheme objectives in enabling active travel by reducing conflict between pedestrians, cyclists and vehicles? (631 responses)



Option	Total	Percent
Yes	410	64.36%
No	120	18.84%
I don't know	101	15.86%
Not Answered	6	0.94%

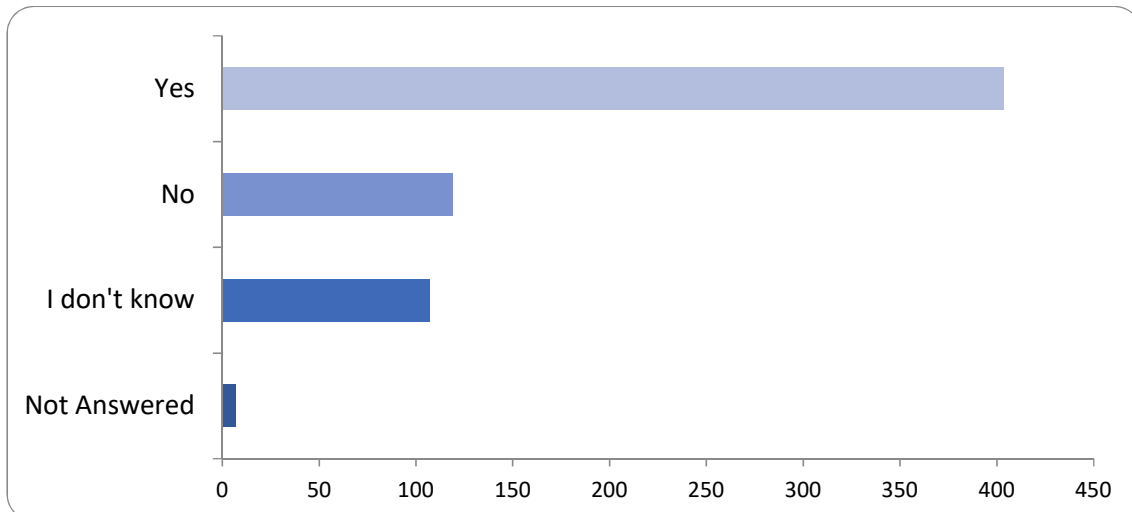
80. Do you think the proposed design for Section A enhances opportunities for walking, cycling, and other forms of active travel? (628 responses)



Option	Total	Percent
Yes	399	62.64%
No	129	20.54%
I don't know	100	15.92%
Not Answered	0	0.00%

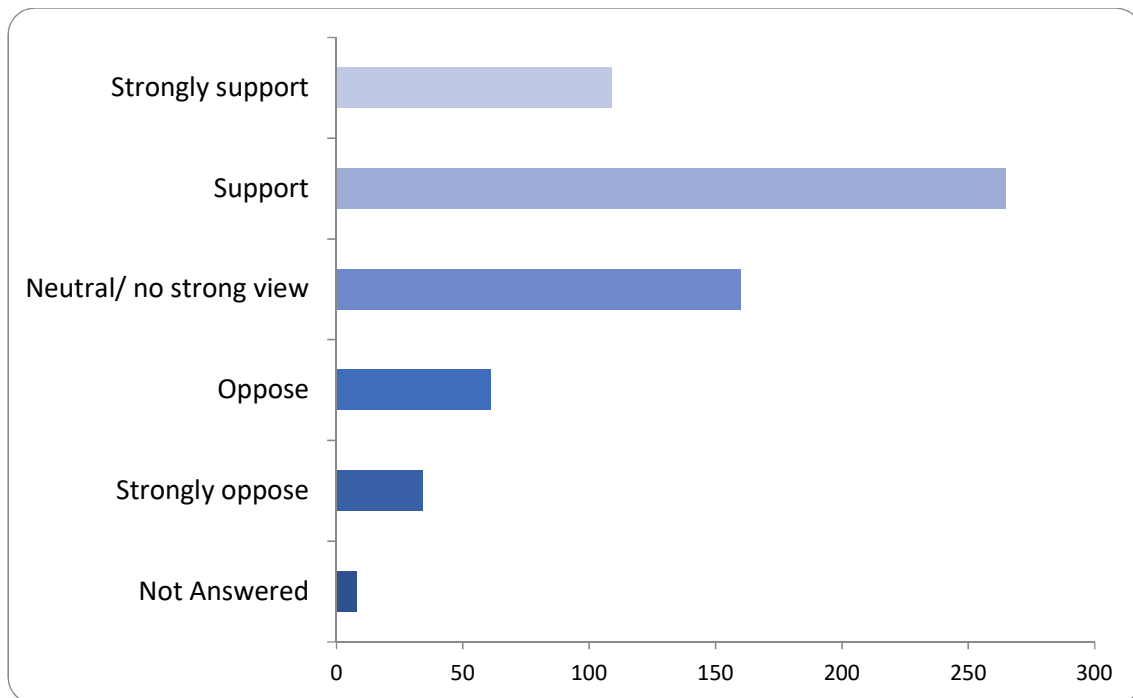
No	129	20.25%
I don't know	100	15.70%
Not Answered	9	1.41%

81. Do you think the design proposed for Section A will help improve walking, wheeling and cycling access to the riverside path? (630 responses)



Option	Total	Percent
Yes	404	63.42%
No	119	18.68%
I don't know	107	16.80%
Not Answered	7	1.10%

82. Please tell us how you feel about the proposed design of Section A? (629 responses)



Option	Total	Percent
Strongly support	109	17.11%
Support	265	41.60%
Neutral/ no strong view	160	25.12%
Oppose	61	9.58%
Strongly oppose	34	5.34%
Not Answered	8	1.26%

83. Do you have any further observations on this section of the design proposal? (320 responses)

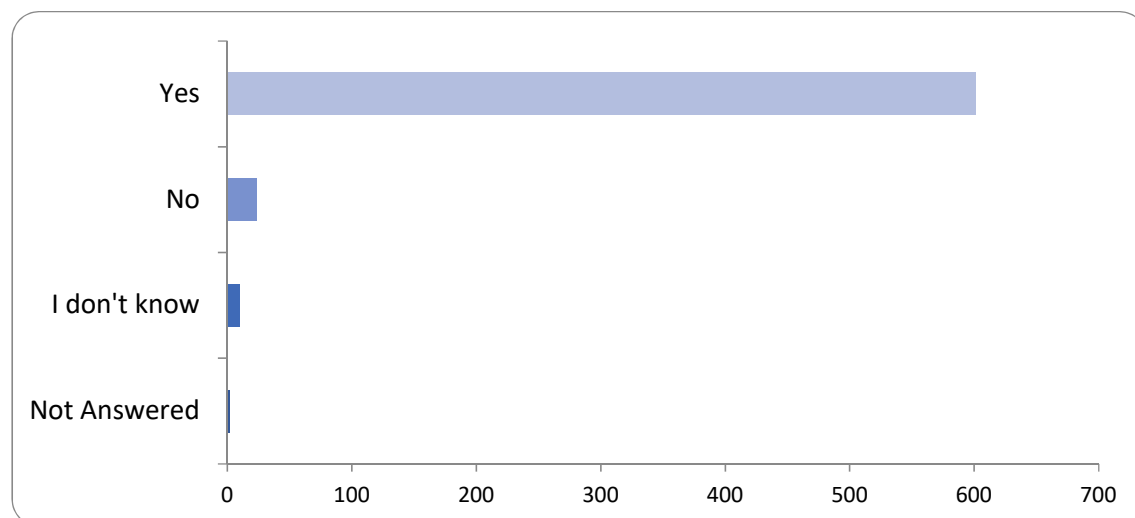
84. The main key themes for Section A were as follows:

Theme	Comments
1. Parking concerns, displacement and comments	34 %
2. General scheme, design comments and queries, safety and lighting	15 %
3. Chicane barriers	13 %
4. Support for removal of parking and enforcement	13 %
5. Demarcation / Extend Pavement	13%

85. Numerous comments were received regarding the loss of parking outside the church. Many highlighted the potential impact of reduced parking on local residents and the church community.
86. There were comments received that supported the removal of parking in this section outside the church, however were concerned how this could be enforced, and how this might displace vehicles onto nearby streets. Additionally, some comments expressed concerns that the double yellow lines could be misused during school pick-up times. Others called for stronger measures to deter vehicle movement in this section.
87. A few respondents suggested extending the existing footpath outside the church. This proposal aimed to keep pedestrians off the road and away from vehicular traffic and cyclists. Some suggested introducing clear demarcation on the carriageway to define where cyclists should ride, helping to minimise potential conflicts.
88. The chicane barriers was frequently mentioned in the free-text responses. Many comments questioned what the review of the chicane barriers would involve, as the proposal did not provide detailed information on the planned changes. This lack of clarity led to numerous inquiries about the barriers. A significant number of respondents expressed a desire to see the chicane barriers removed entirely.

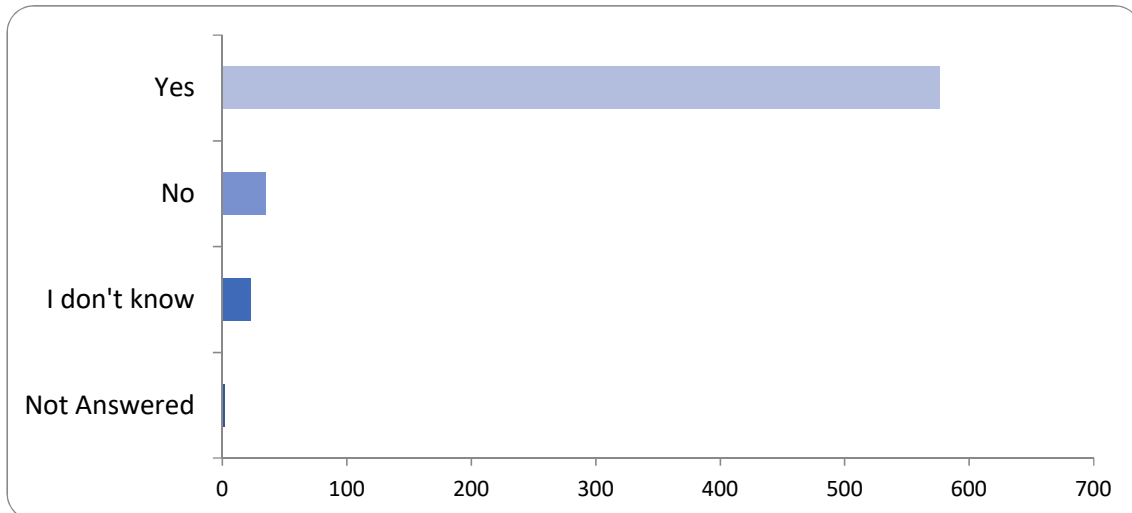
## Section B1

89. Given the need to maximise capacity and retain the existing tree line, do you support the design in providing a segregated path for pedestrians and cyclists? (635 responses)



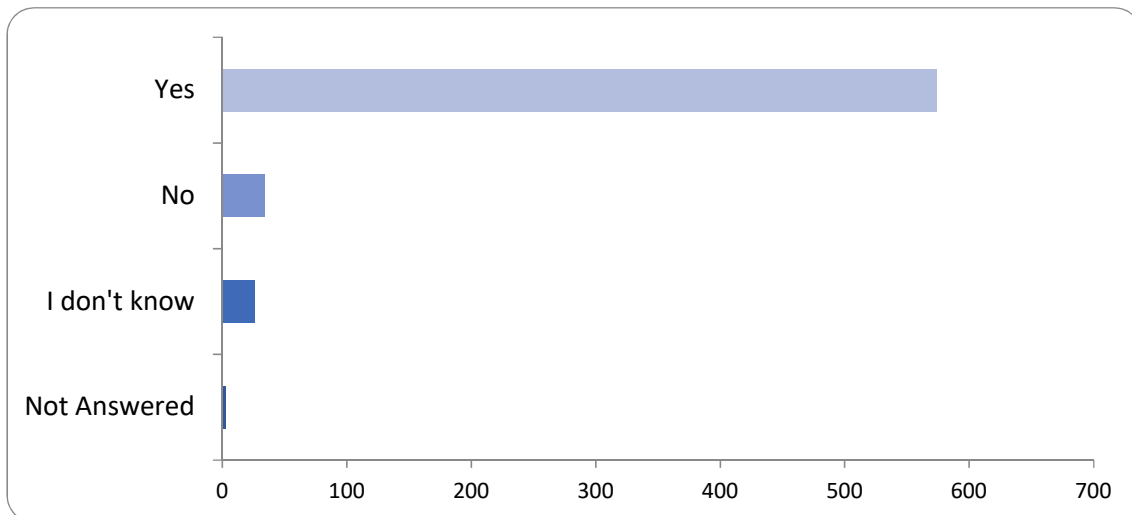
Option	Total	Percent
Yes	601	94.35%
No	24	3.77%
I don't know	10	1.57%
Not Answered	2	0.31%

90. Do you think the design proposed for Section B1 meets the scheme objectives in reducing conflict between pedestrians and cyclists? (635 responses)



Option	Total	Percent
Yes	577	90.58%
No	35	5.49%
I don't know	23	3.61%
Not Answered	2	0.31%

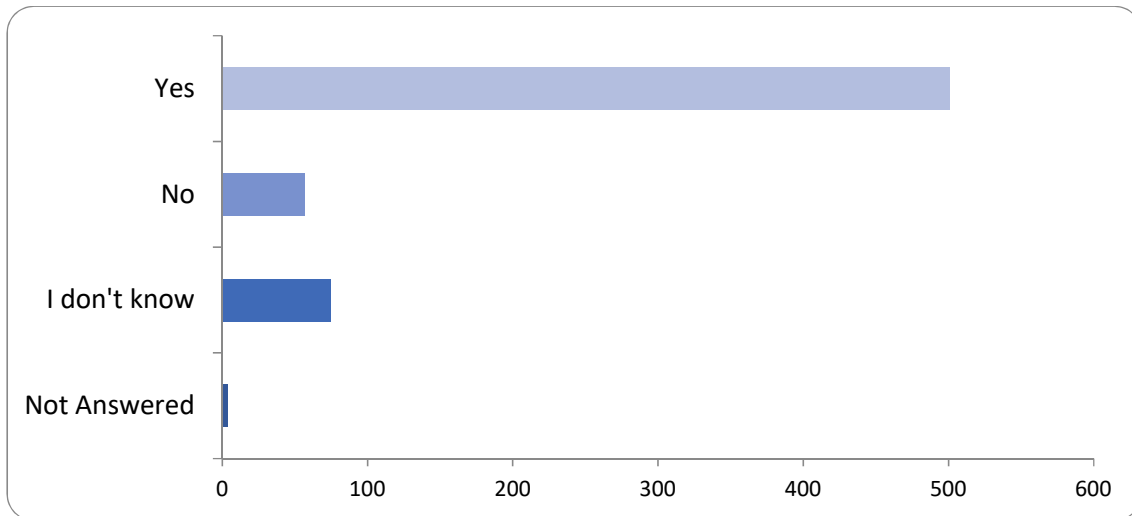
91. Do you believe the proposed design for Section B1 enhances opportunities for walking, cycling, and other forms of active travel? (634 responses)



Option	Total	Percent
Yes	574	90.11%
No	34	5.34%

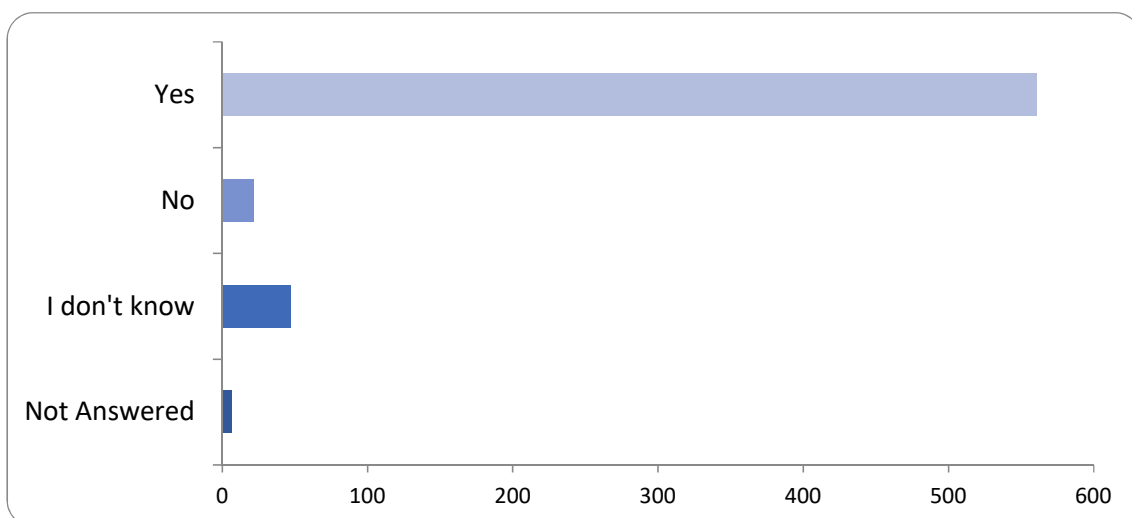
I don't know	26	4.08%
Not Answered	3	0.47%

92. Do you support the proposed resting areas? (633 responses)



Option	Total	Percent
Yes	501	78.65%
No	57	8.95%
I don't know	75	11.77%
Not Answered	4	0.63%

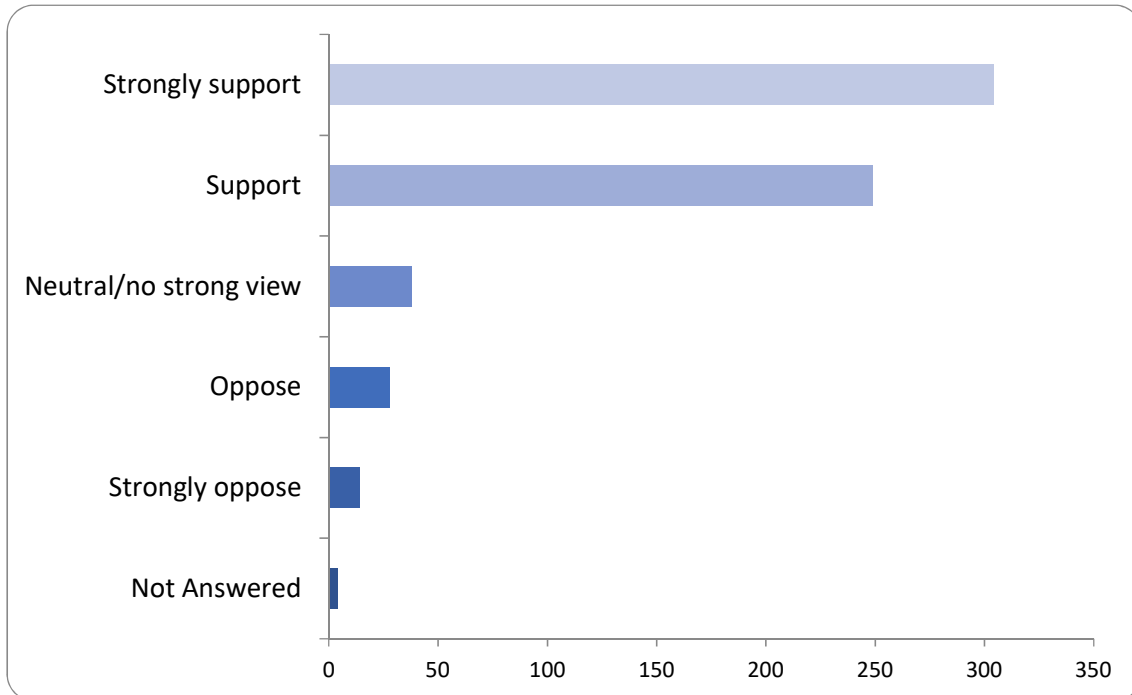
93. Do you support the proposed lighting provisions? (630 responses)



Option	Total	Percent
--------	-------	---------

Yes	561	88.07%
No	22	3.45%
I don't know	47	7.38%
Not Answered	7	1.10%

94. Please tell us how you feel about the proposed design of Section B1? (633 responses)



Option	Total	Percent
Strongly support	304	47.72%
Support	249	39.09%
Neutral/no strong view	38	5.97%
Oppose	28	4.40%
Strongly oppose	14	2.20%
Not Answered	4	0.63%



95. Do you have any further observations on Section B1 of the design proposal (i.e. thoughts on seating, lighting etc). (363 responses)

Theme	Comments
1. Safety and Lighting	23 %
2. Place making / Tree preservation and environmental	21 %
3. Cycle and pedestrian interaction / path width / segregation	13 %
4. Orientation of path	13 %
5. General approval	10 %

### **Safety and Lighting**

96. Lighting and safety emerged as key topics, with anecdotal reports of crime along the path being shared during discussions. Survey responses generally indicated that the current lighting is insufficient, and there was strong agreement that both paths need improved lighting to enhance safety.
97. Some comments highlighted the absence of proposed CCTV and expressed a desire for its inclusion in the plans.

### **Path Orientation and Design Justification**

98. The orientation of the path was a point of feedback during the consultation process and was also raised during in-person discussions. The current plan is to retain the existing path adjacent to the wall as a footpath while constructing a new path to serve as the cycle track.

### **Principal Designer's response**

99. Several considerations influenced the decision to position the cycle track on the riverside rather than adjacent to the wall.
100. Although both configurations are feasible, the current proposal to locate the cycle track on the riverside side of the footway is supported by the following rationale:
- a) Width Constraints
101. Placing the cycle track along the wall side of the route would reduce its effective width. According to LTN 1/20, a 0.5m buffer is required between vertical features over 600mm and cycle tracks (Table 5.3). Consequently, the cycle track would have an effective width of 2.5m, narrowing to 2m at pinch points, particularly near Scarborough Bridge. This configuration would fail to meet the width requirements outlined in Table 5.2 of LTN 1/20 for accommodating cycle flow demand. Additionally, widening the cycle track at pinch points would necessitate further tree removal.
- b) Direct Route
102. The existing alignment is the most direct route for pedestrians. If this path were designated as a cycle track, pedestrians accustomed to using it may continue to walk along it, leading to potential conflicts and requiring a significant behavioural shift.

c) Cost Implications

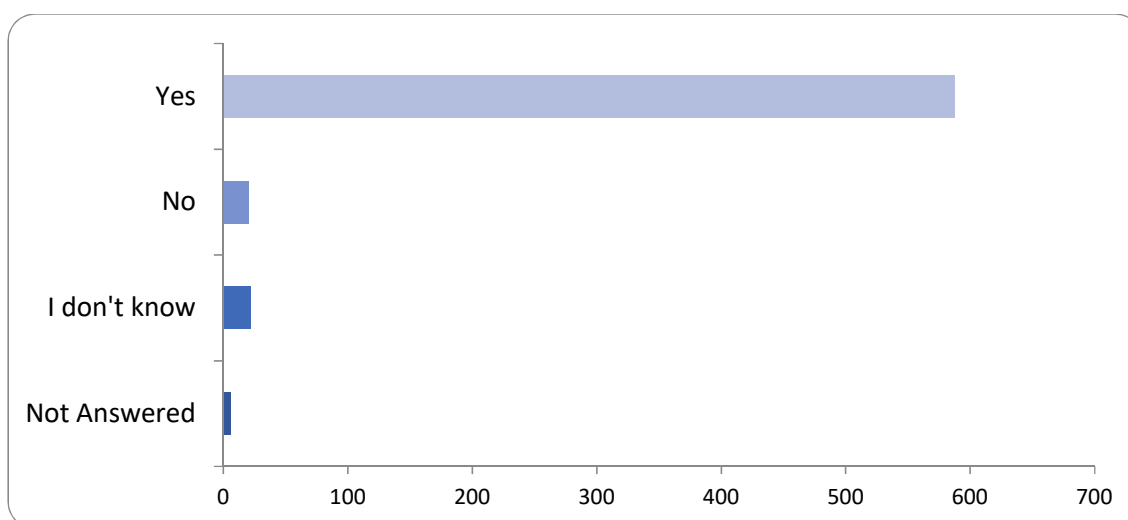
103. Designating the existing route as a cycle track would require complete resurfacing, leading to increased overall project costs.

d) Accessibility Concerns

104. Positioning the pedestrian footway on the far side of the tree line would create additional safety and accessibility challenges. Pedestrians using the Aldborough Way ramp to access or exit the area would need to cross the cycle track to reach the footway. This could lead to increased potential for conflicts between pedestrians and cyclists, particularly in high-traffic periods, and may compromise the overall safety and efficiency of the route.
105. The ramp was also assessed against LTN 1/20 standards. It is too narrow to accommodate the design vehicle for cycling, particularly around the 180-degree bend, and the straight sections are also insufficiently wide for cyclists and pedestrians to pass safely. While the ramp does not currently restrict cyclists, the proposed design introduces a "no cycling" provision on the ramp for safety and compliance reasons.

**Section B2**

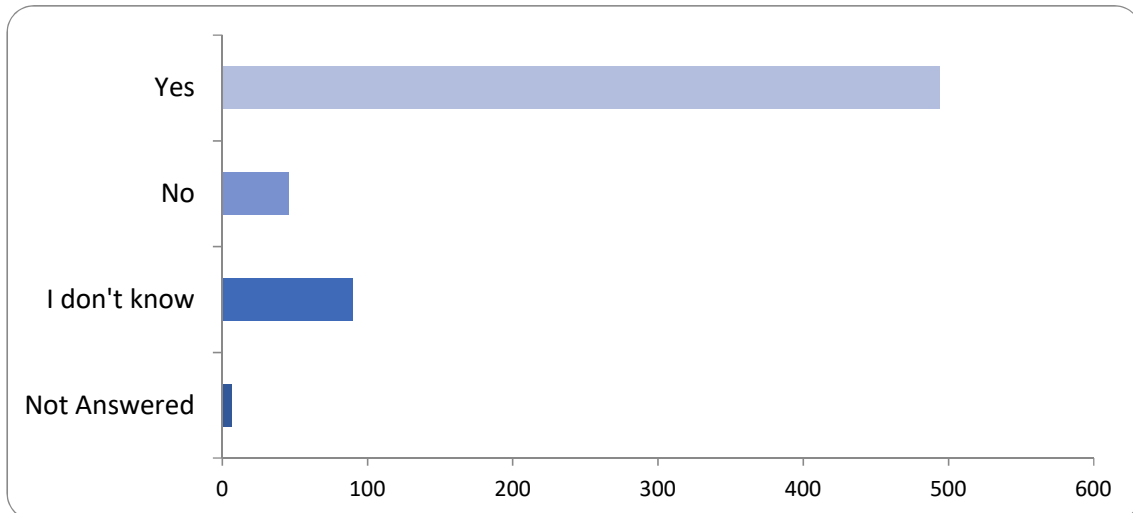
106. Do you support the aim to improve visibility through the bridge? (631 responses)



Option	Total	Percent
Yes	588	92.31%
No	21	3.30%
I don't know	22	3.45%
Not Answered	6	0.94%

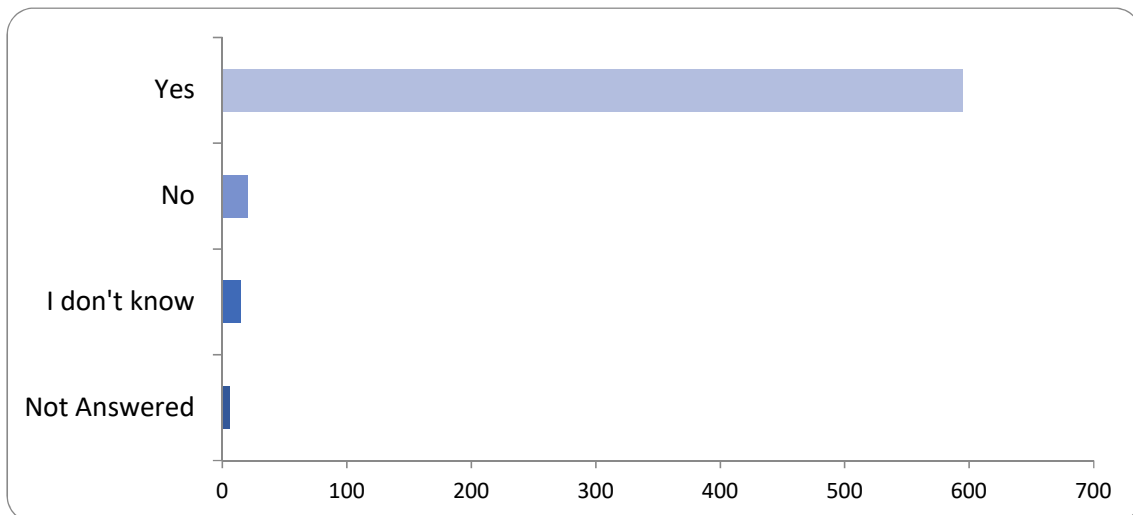
107. The design proposes the section of shared-use path near Scarborough Bridge is widened and realigned with the underpass to improve visibility.

Do you think the proposed design meets the aim to improve visibility through the bridge? (630 responses)



Option	Total	Percent
Yes	494	77.55%
No	46	7.22%
I don't know	90	14.13%
Not Answered	7	1.10%

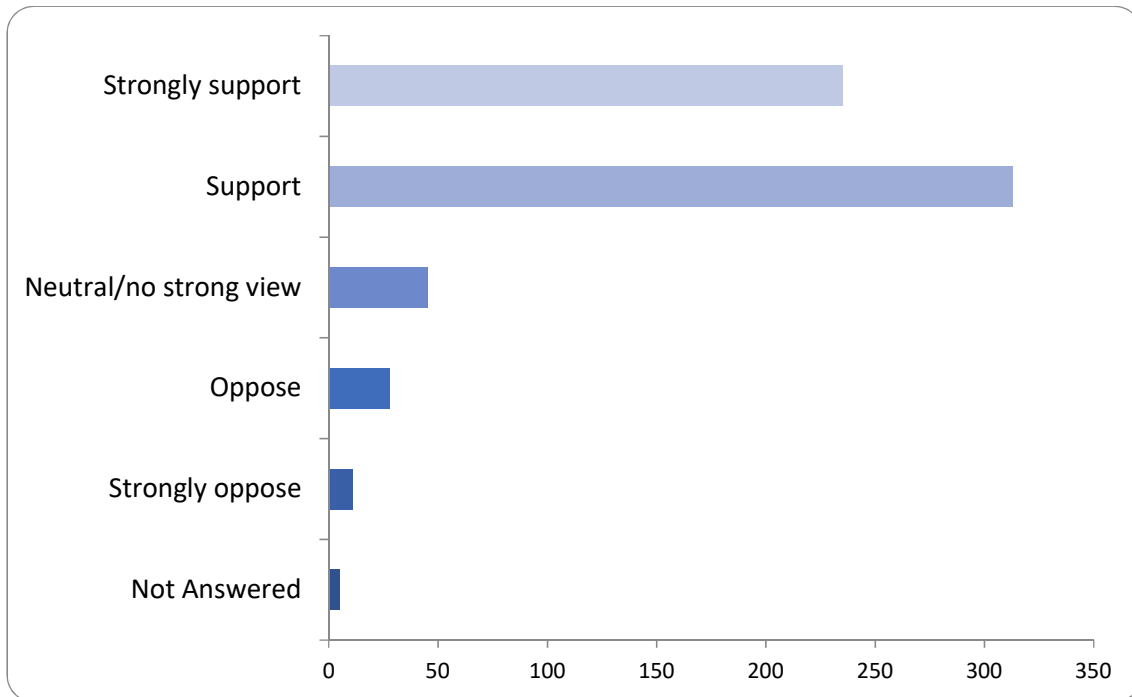
108. Do you support raising the level of the footpath to reduce the impact of flooding? (631 responses)



Option	Total	Percent
Yes	595	93.41%
No	21	3.30%

I don't know	15	2.35%
Not Answered	6	0.94%

109. Please tell us how you feel about the proposed design of Section B2? (632 responses)



Option	Total	Percent
Strongly support	235	36.89%
Support	313	49.14%
Neutral/no strong view	45	7.06%
Oppose	28	4.40%
Strongly oppose	11	1.73%
Not Answered	5	0.78%

110. Do you have any further observations on Section B2 of the design proposal?

111. There were 292 responses to this part of the question.

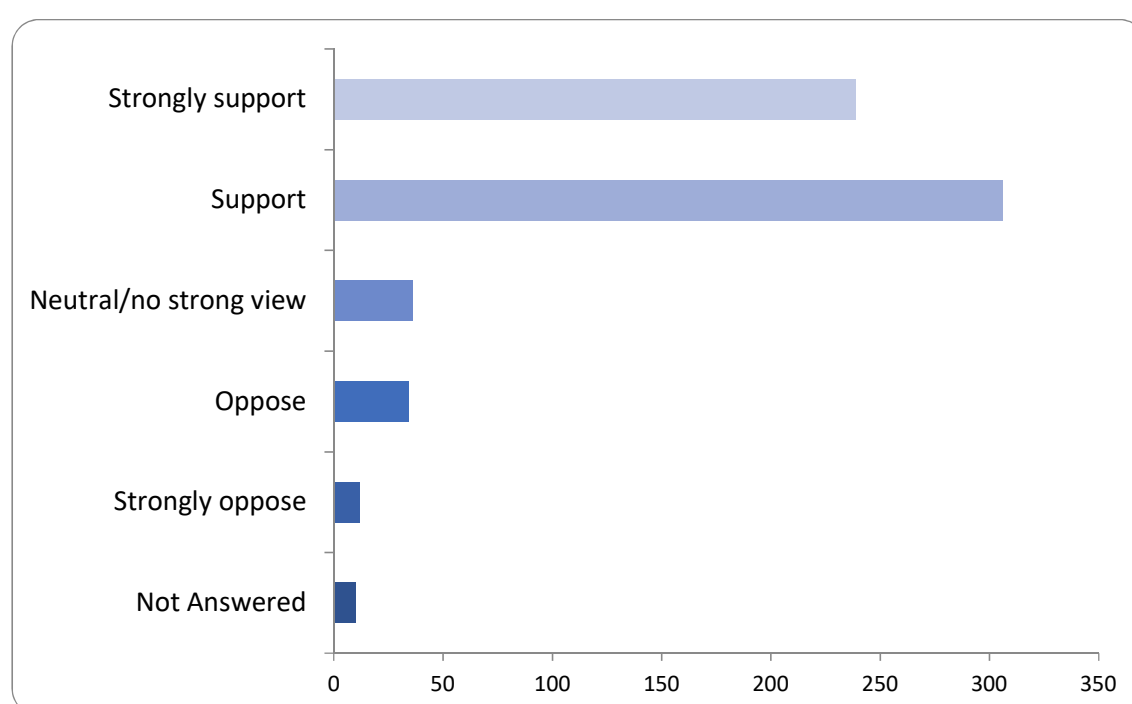
Theme	Comments
1. Cyclist and Pedestrian Interaction	31 %
2. Flooding / Path raising concerns	22 %
3. Safety and lighting	13 %

**Overall****Cyclist and Pedestrian Interaction**

112. There were numerous comments on cyclist and pedestrian interaction due to the shared space. There were concerns regarding the narrowness of Scarborough Bridge and the speed of cyclists and the lack of cyclist dismounting whilst entering the underpass.

113. Some comments raised that the path raising was minimal where others were happy to see the path raising proposed.

114. Please tell us how you feel about the full design proposal? (627 responses)



Option	Total	Percent
Strongly support	239	37.52 %
Support	306	48.04 %
Neutral/no strong view	36	5.65 %
Oppose	34	5.34 %
Strongly oppose	12	1.88 %
Not Answered	10	1.57 %

115. Do you have any final comments on the overall design proposal?

116. There were 298 responses to this part of the question.

Key Themes	Total	Percent
General Approval	78	26.17 %
Other	48	16.11 %
General Comments	37	12.42 %
Safety and Lighting	29	9.73 %
Section A comments / Parking concerns	27	9.06 %
Maintenance	19	6.38 %
Pedestrian and Cyclist / Conflict	16	5.37 %
Orientation	15	5.03 %
Trees, Environment and Place-making	15	5.03 %
Flooding / Compensation Area	14	4.79 %

117. 26.17% of responses were general approval of the scheme and proposals.

118. 16.11% of responses to the free text box have been categorised as other these are split of a few areas such as comments outside the scheme extents, opposing to the design and queries regarding construction and timescales.

119. 12.42% were based on general comments which are related to the design or reiterating the design proposals.

120. 9.73% reiterated the safety and lighting aspect of the scheme.

121. 9.06% reiterated their concerns regarding Section A and the impact on parking and concerns for residents and visitors of the church.

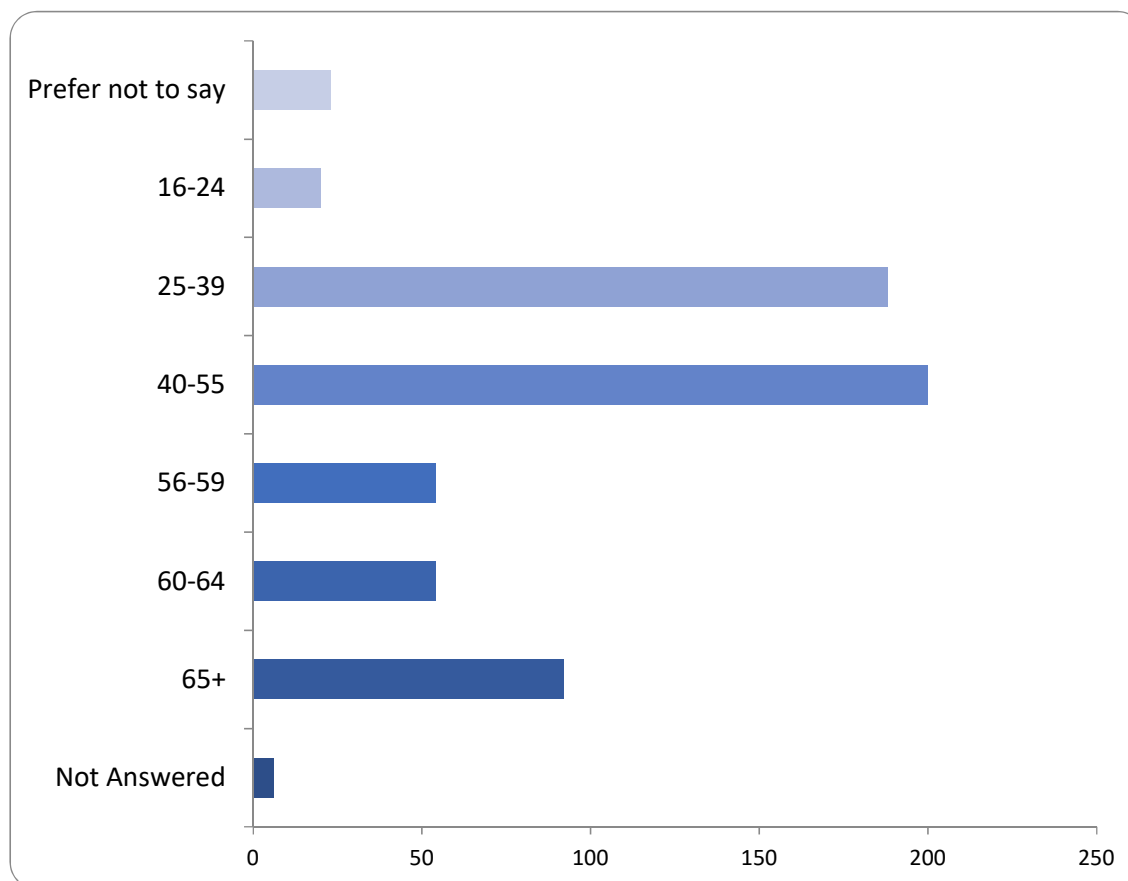
## 122. About You Section

123. Please provide your full home postcode: (e.g. YO1 2EG). We will only use this for this research. It helps us understand travel needs and who has responded to this consultation.

### Postcode

There were 618 responses to this part of the question.

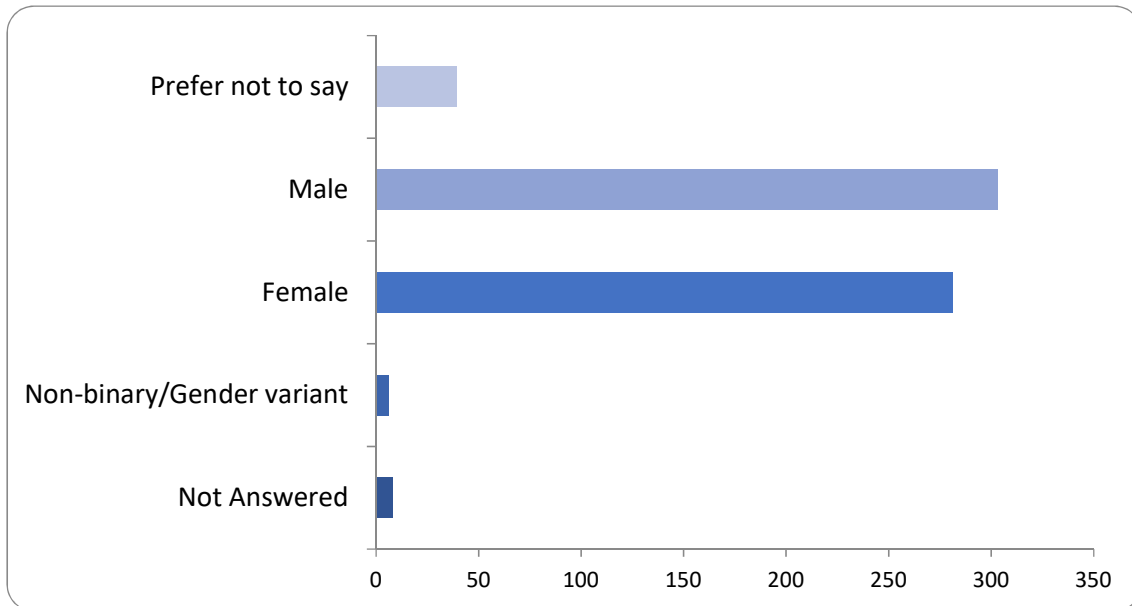
124. Your age: (631 responses)



Option	Total	Percent
Prefer not to say	23	3.61%
Under 16	0	0.00%
16-24	20	3.14%
25-39	188	29.51%
40-55	200	31.40%
56-59	54	8.48%
60-64	54	8.48%
65+	92	14.44%

Not Answered	6	0.94%
--------------	---	-------

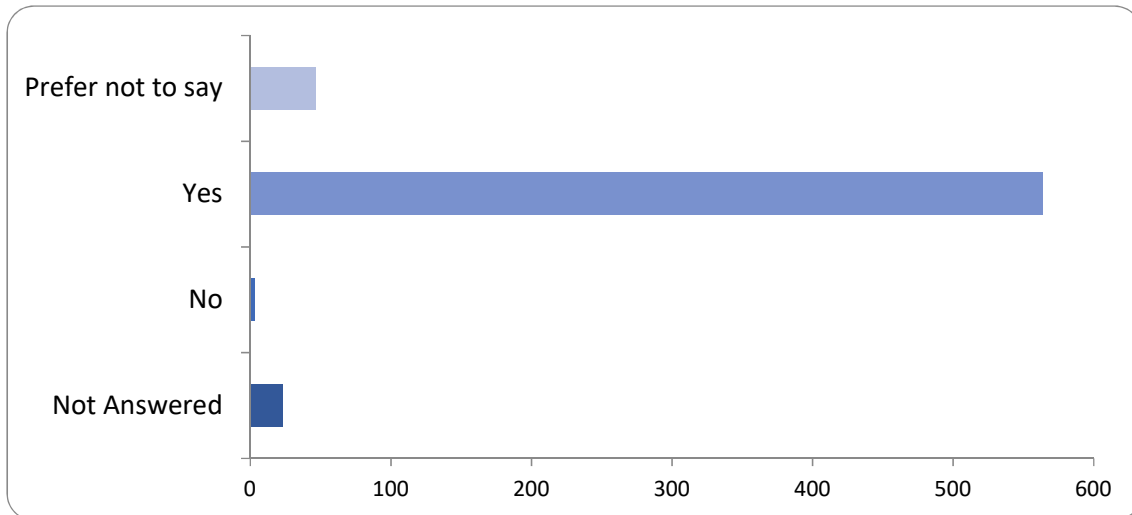
Your gender (629 responses)



Option	Total	Percent
Prefer not to say	39	6.12%
Male	303	47.57%
Female	281	44.11%
Non-binary/Gender variant	6	0.94%
Not Answered	8	1.26%

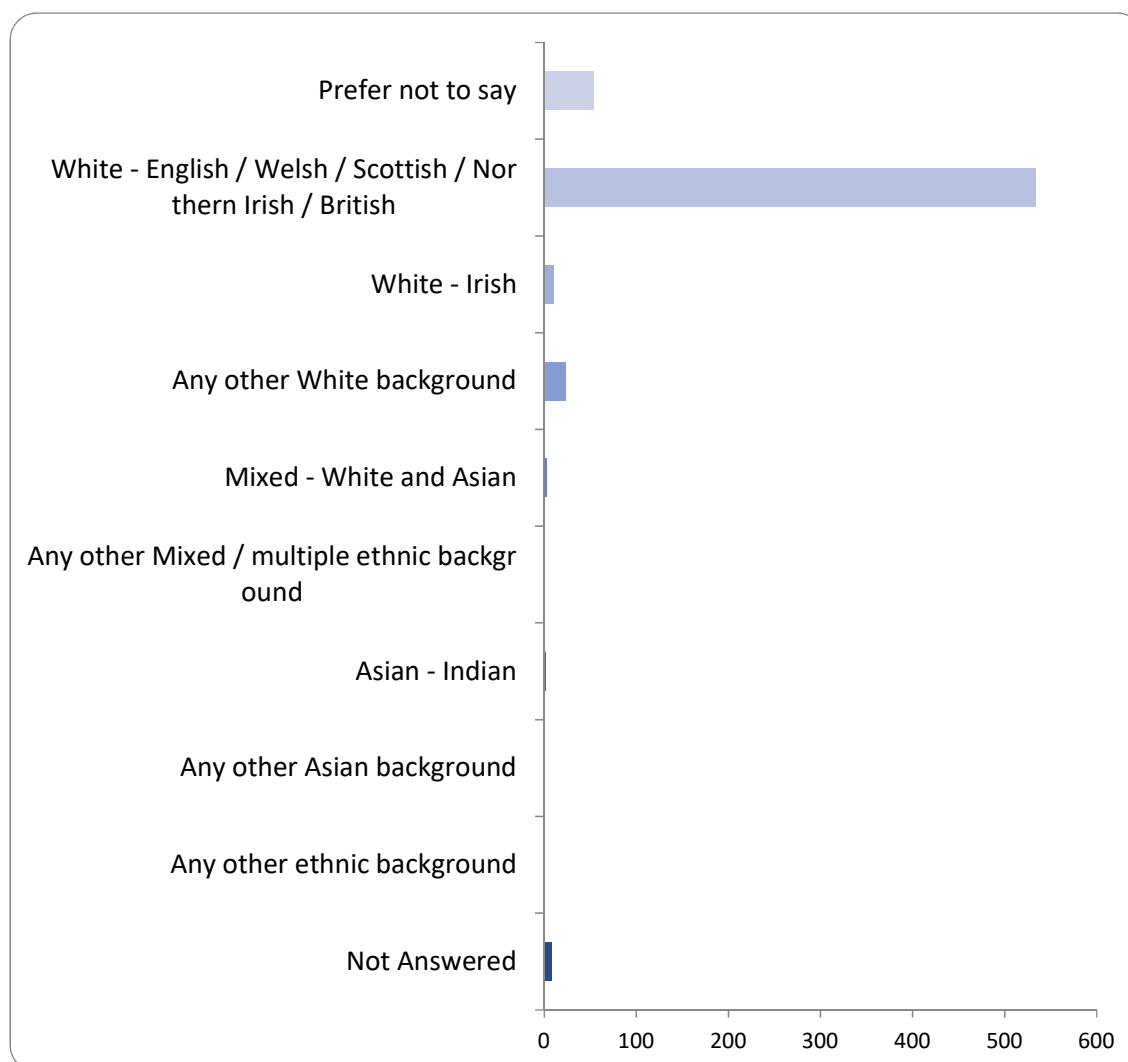


125. Is the gender you identify with the same as your sex registered at birth? (614 responses)



Option	Total	Percent
Prefer not to say	47	7.38%
Yes	564	88.54%
No	3	0.47%
Not Answered	23	3.61%

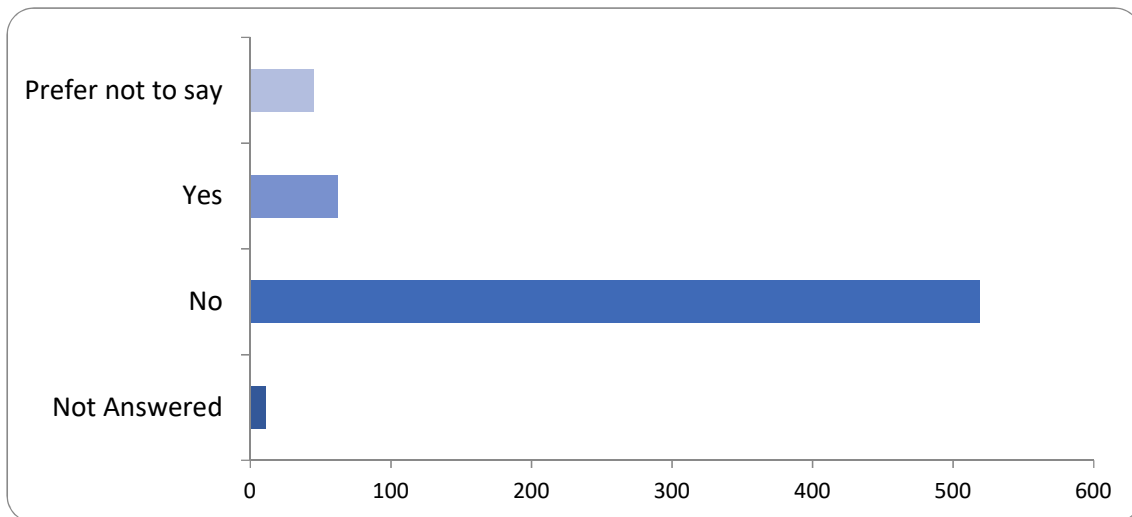
126. What is your ethnic group? (629 responses)



Option	Total	Percent
Prefer not to say	54	8.48%
White - English / Welsh / Scottish / Northern Irish / British	534	83.83%
White - Irish	10	1.57%
White - Gypsy or Irish Traveller	0	0.00%
White - Roma	0	0.00%
Any other White background	23	3.61%
Mixed - White and Black Caribbean	0	0.00%
Mixed - White and Black African	0	0.00%
Mixed - White and Asian	3	0.47%

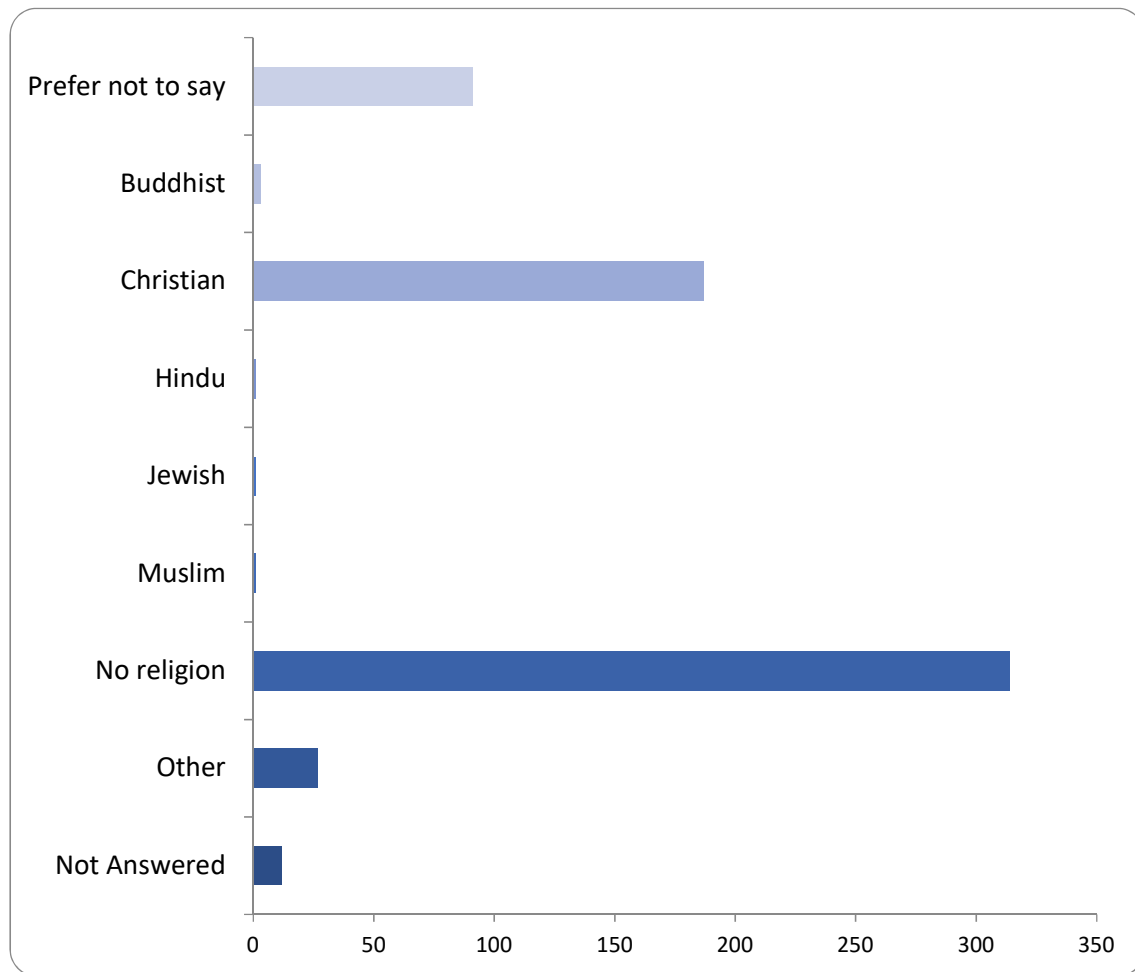
Any other Mixed / multiple ethnic background	1	0.16%
Asian - Indian	2	0.31%
Asian - Pakistani	0	0.00%
Asian - Bangladeshi	0	0.00%
Asian - Chinese	0	0.00%
Any other Asian background	1	0.16%
Black - African	0	0.00%
Black - Caribbean	0	0.00%
Any other Black / Black British / African / Caribbean background	0	0.00%
Other - Arab	0	0.00%
Any other ethnic background	1	0.16%
Not Answered	8	1.26%

127. Do you consider yourself disabled? (You are disabled under the Equality Act 2010 if you have a physical or mental impairment that has a 'substantial' and 'long-term' negative effect on your ability to do normal daily activities.) (626 responses)



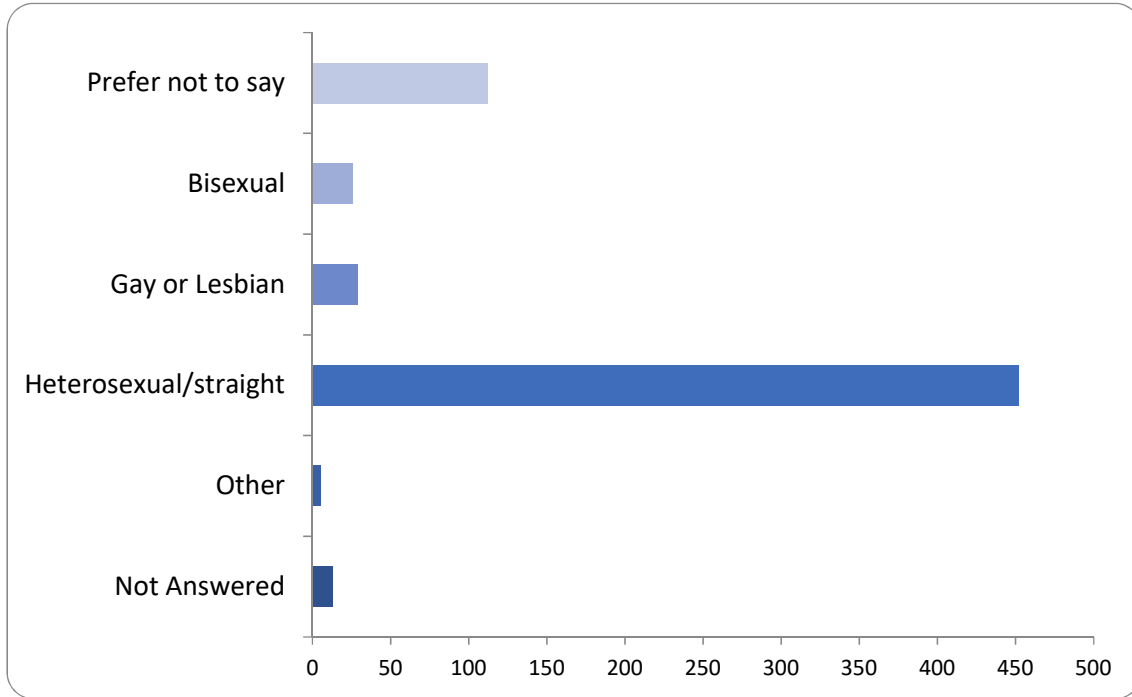
Option	Total	Percent
Prefer not to say	45	7.06%
Yes	62	9.73%
No	519	81.48%
Not Answered	11	1.73%

128. What is your religion or belief? (625 responses)



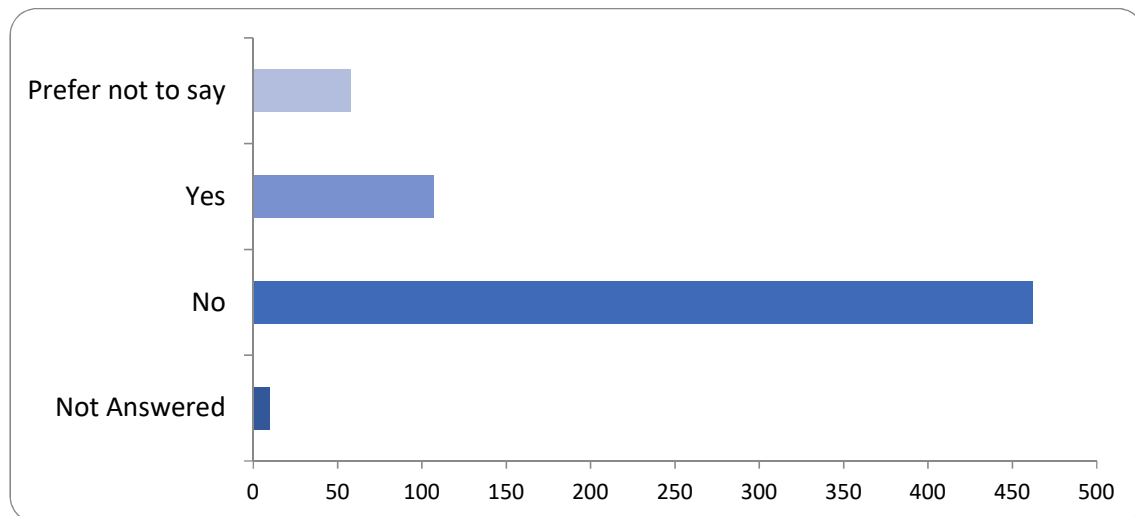
Option	Total	Percent
Prefer not to say	91	14.29%
Buddhist	3	0.47%
Christian	187	29.36%
Hindu	1	0.16%
Jewish	1	0.16%
Muslim	1	0.16%
Sikh	0	0.00%
No religion	314	49.29%
Other	27	4.24%
Not Answered	12	1.88%

129. Which of the following best describes your sexual orientation? (624 responses)



Option	Total	Percent
Prefer not to say	112	17.58%
Bisexual	26	4.08%
Gay or Lesbian	29	4.55%
Heterosexual/straight	452	70.96%
Other	5	0.78%
Not Answered	13	2.04%

130. Do you look after, or give any help or support to, anyone because they have long-term physical or mental health conditions or illnesses, or problems related to old age? (Excluding anything which is part of paid employment) (627 responses)



Option	Total	Percent
Prefer not to say	58	9.11%
Yes	107	16.80%
No	462	72.53%
Not Answered	10	1.57%