TRAVELLERS ACCOMMODATION ASSESSMENT

For

HAMPSHIRE 2013

Study Report

Forest Bus Limited

April 2013

Acknowledgements

A great number of people have contributed to the survey and the assessment by helping through the research process, by providing information and by answering questions - as well as analysing and contributing to this report - we would like to thank them all.

We wish to thank all those people from the Gypsy and Traveller, and Showpeople communities who helped to conduct some of the survey interviews and who willingly and honestly contributed to the whole process.
We also thank the team who contributed to the analysis and the writing of this report, including the independent planning consultants, Local Planning Limited.

Staff Interviewers & field workers
Abbie Barnett, Sam Campbell, Gina Hardesty, Colin Hockley
Jacquie McDowell, Janine Northover, Helen O'Connor, Jane Peacock
Kate Peacock, Polly Tomlin, Craig Wilson

Community interviewers
Louis King & Jenny Cooper

Forest Bus Limited

Forest Bus House
Unit A8.2, North Road
Marchwood Industrial Park
Normandy Way
Marchwood
Southampton
SO40 4BL

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EXECUTIVE SUMMARY

This report presents the findings of the Hampshire Traveller Assessment 2013, a study of accommodation needs undertaken by a local charity Forest Bus Limited on behalf of a consortium of eleven authorities in Hampshire (*the Consortium*).

This assessment was commissioned by the Consortium to ensure its constituent authorities has the necessary evidence to enable them to plan positively and manage development, both in terms of planning for traveller sites and in determining planning applications for such sites. Government's *Planning Policy for Traveller Sites* sets out in a clear and consistent manner, the responsibilities for local planning authorities in respect of using evidence, plan-making, and decision-taking.

This report has been written by Forest Bus to set out the findings of the field-work undertaken in the summer of 2012, and present recommendations to the eleven authorities in respect of the future accommodation for both broad groups of travellers; Gypsies and Travellers, and Travelling Showpeople.

The study has been a partnership between the authorities and Forest Bus, and the very specific requirements of the project brief provided clear parameters. The Consortium provided the essential baseline information on every known traveller site within each authority area (as at May 2012, and subsequently updated), including all relevant planning status details. Forest Bus' primary objective was to conduct and record a meaningful interview with a family member on each pitch or plot, and within a sample of bricks and mortar accommodation to further inform the assessment.

The report explains how Forest Bus has collated the field work data and used it intelligently to take account of the relatively modest response to the survey. A second challenge was to extrapolate the figures in a consistent and transparent manner, with realistic assumptions and statistical adjustments, to ensure that the analysis was as reliable as possible. Projections have been made in respect of the future need for permanent pitches for Gypsies and Travellers, whilst their requirements for short-term (transit) sites, and for additional plots for Travelling Showpeople, have been the subject of informed estimates.

The findings have led us to make four main recommendations to the authorities, in respect of their adoption of targets for permanent pitches (based on the respective totals set out in **Table 1** below), and in relation to transit sites and plots for Travelling Showpeople.

Table 1: Gypsies and Travellers: Permanent Site Accommodation: Current and Projected Need for Additional Pitches

Authority	Current provision on Identified Sites (April 2013)	Estimate of current notional need for additional pitches	Estimate of projected future need for pitches in addition to the current (April 2013) provision on Identified Sites (but including current notional need)		
			Total by 2017	Total by 2022	by 2027
	See Table A17	*Table 4(a)*	*Table 4b*	*Table 4c*	*Table 4d*
	Number of pitches		Number of pitches (cumulative)		
East Hampshire	26	2.5	18	20	22
Eastleigh	24	2.5	12	15	21
Fareham	5	1.5	6	7	8
Gosport	1	1.0	1	1	1
Havant	0	0.0	0	0	0
New Forest	45	0.5	10	12	12
NFNPA	2	0.5	2	2	2
SDNPA	13	2.5	5	6	7
Test Valley	13	1.5	4	7	10
Winchester	41	3.0	12	19	26
Total	**169**	**15.5**	**70**	**89**	**109**

1.0 INTRODUCTION

Introduction

1.1 This report presents the findings of the Hampshire Traveller Assessment 2013, a study of accommodation needs undertaken during 2012 by the charity Forest Bus Limited on behalf of a partnership of eleven authorities in Hampshire;

- East Hampshire District Council
- Eastleigh Borough Council
- Fareham Borough Council
- Gosport Borough Council
- Havant Brorough Council
- New Forest District Council
- Test Valley District Council
- Winchester City Council
- New Forest National Park Authority
- South Downs National Park Authority
- Hampshire County Council

1.2 The report has been written by Forest Bus to set out the findings of the assessment undertaken between May and July 2012, and present recommendations to the eleven client authorities ('the Consortium') in respect of the future provision of accommodation for both broad groups of travellers; Gypsies and Travellers, and Travelling Showpeople.

1.3 The extent of the study area is shown on **Plan 1**. With the exception of the County Council, all of the participating bodies are local planning authorities required by the Government to set targets for travellers' pitches and plots, in line with national planning policy, as set out in *Planning Policy for Traveller Sites* (Communities and Local Government, March 2012). In the case of the South Downs, the assessment only relates to that part of the National Park that lies within the administrative boundaries of East Hampshire District and Winchester City. It should also be noted that part of the New Forest National Park lies beyond Hampshire in Wiltshire, but is also included within this study.

1.4 The purpose of this report is to provide each of these authorities with recommended targets for pitches and plots, based on robust and sound research data from the traveller communities.

The Assessment

1.5 *Planning Policy for Traveller Sites* advises that the Government's overarching aim is to ensure fair and equal treatment for travellers, in a way that facilitates their traditional and nomadic way of life while respecting the interests of the settled community. Two of the more specific aims are;

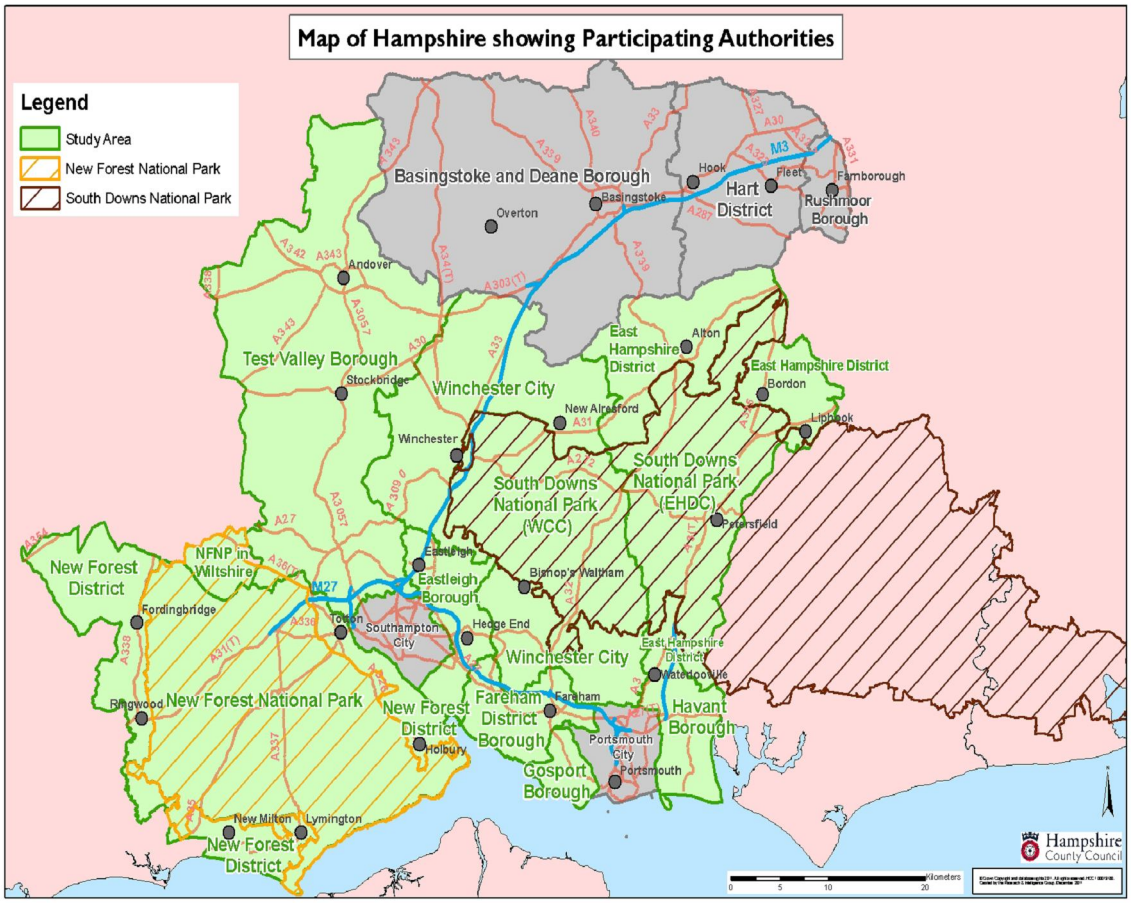
- that local planning authorities should make their own assessment of need for the purposes of planning; and
- to ensure that local planning authorities, working collaboratively, develop fair and effective strategies to meet need through the identification of land for sites.

1.6 It is this planning policy context, described in more detail in **Section 2**, which has led to the formation of the Consortium and its commissioning of a county-wide study. Forest Bus was required to provide a detailed assessment of accommodation needs in each of the authorities, and a view on the need for additional transit sites across

the study area. The objective was to secure sound evidence that makes it possible to identify:

- the number of Gypsy and Traveller households and Travelling Showpeople in each authority area that have or are likely to have an accommodation need to be addressed, either immediately or in the foreseeable future;
- an indication of where there is demand for additional pitches/plots; and
- the quantum and types of accommodation required for this need to be suitably addressed.

Plan 1: The Study Area



1.7 The report has been drafted by Forest Bus on this basis. After a brief introduction to the cultural and historical background to travellers in **Section 3**, the key elements of the assessment, including approach and methodology, are set out in **Sections 4-7**, with conclusions in **Section 8**. The comprehensive survey generated much useful information, and this is summarised within the Appendices. Finally, recommendations to each authority are set out in **Section 9**, including on the appropriate number of additional permanent pitches for Gypsies and Travellers as projected forward to 2027 (**Table 1**), a full fifteen years after the 2012 survey, and in line with many of the respective development plan time-line horizons.

1.8 It is also hoped that the report will be of interest to a wider audience, not least those within or representing the traveller communities. As language and terminology in this sphere of public policy can be a matter of some sensitivity or confusion, definitions of key planning and traveller-related terms are included within the glossary at **Appendix 7**.

2.0 PLANNING CONTEXT

Introduction

2.1 This assessment was commissioned by the Consortium to ensure its constituent authorities had the necessary evidence to enable them to plan positively and manage development, both in terms of planning for traveller sites and in determining planning applications for such sites. Government's *Planning Policy for Traveller Sites* sets out in a clear and consistent manner, the responsibilities for local planning authorities in respect of using evidence, plan-making, and decision-taking.

2.2 The planning authorities within the Consortium are all at different stages of plan-making, in preparing their development plans (as Core Strategies/Allocations Documents, or Local Plans). However, each are directed by national planning policy, and were supportive of a collaborative approach with their neighbours in order to comply with the Government's requirements. The Consortium authorities were also keen to work in partnership throughout this process as earlier regional planning initiatives had come to an inconclusive halt two years previously. This national and regional context is explained briefly below.

2.3 It is important to note too that the requirement to assess the accommodation needs of the travelling community remains firmly embedded in the Housing Act 2004. The Act requires local housing authorities to include travellers in their accommodation assessments and to take a strategic approach, including drawing up a strategy demonstrating how the accommodation needs of travellers will be met.

National Planning Policy

2.4 *Planning Policy for Traveller Sites* (which replaced earlier Government circulars) states that in assembling their evidence base, local planning authorities should:

a) pay particular attention to early and effective engagement with traveller communities; and

b) co-operate with travellers to prepare and maintain an up-to-date understanding of the likely permanent and transit accommodation needs of their areas over the lifespan of their development plan, working collaboratively with neighbouring local planning authorities.

2.5 The policy document requires local planning authorities to set pitch targets for Gypsies and Travellers and plot targets for Travelling Showpeople which addresses the likely permanent and transit site accommodation needs of travellers in their area, again by working collaboratively with neighbouring local planning authorities. In producing their Local Plans, local planning authorities should:

a) identify and update annually, a supply of specific deliverable sites, sufficient to provide five years' worth of sites against their locally set targets, and

b) identify a supply of specific, developable sites or broad locations for growth, for years 6-10 and, where possible, years 11-15.

2.6 The Government's planning policy document also makes it clear that local planning authorities preparing plans for taking decisions on traveller sites should also have regard to the policies in the *National Planning Policy Framework* (NPPF) as far as relevant. The NPPF directs local planning authorities to *Planning Policy for Traveller Sites* when assessing accommodation needs, but the Framework will be an

important consideration when, for example, specific sites for travellers need to be identified.

2.7 The Government published the useful *Gypsy and Traveller Accommodation Needs Assessment Guidance* in 2007, and although Forest Bus understands that this document is expected to be withdrawn (and not replaced) in the near future, it does provide a useful reference point for our study. With this caveat, we refer to it throughout this report,

Regional Planning Context

2.8 The Consortium was keen to ensure that before commencing the county wide assessment, important lessons were drawn from relatively recent similar studies. Forest Bus was required to become familiar with the key elements of the *Partial Review of the South East Plan* (intended to provide a full assessment of regional and district pitch requirements), namely; the *Hampshire and Isle of Wight Gypsy and Traveller Accommodation Assessment* (2007); the *South East England Regional Gypsy and Traveller Transit Study* (2009); and the Examination in Public (2010).

2.9 The draft Panel Report into the Partial Review was released in 2010 after a Freedom of Information request. Whilst the (incomplete) document has no weight in any statutory process, it provides a useful critique of the needs assessments undertaken across the South East during 2005-07. A review of this work, and the lessons learnt with regards to best practice informed the Consortium's approach and the requirements of the project brief.

3.0 TRAVELLERS IN HAMPSHIRE

Introduction

3.1 The complexities of traveller culture and the wide geographical diversity and distribution across Hampshire do not need to be described here in any detail. Nor is it necessary to repeat or duplicate here the myriad of informative material from previous studies and reports, but it is useful to set the context for the following Sections by reflecting briefly on the cultural factors that shape the assessment's findings. A list of sources and background papers is included within **Appendix 6**.

3.2 In planning policy terms, the label 'travellers' encompasses both 'Gypsies and Travellers' and 'Travelling Showpeople', as defined separately by the Government's *Planning Policy for Traveller Sites*. It should be noted that for the purposes of this study, we consider the former includes the groups commonly described as 'New (or New Age) Travellers' (although as **Section 6** shows, their presence in the study area is limited).

3.3 Forest Bus is a charity based within the New Forest with a long-track record in working with and alongside travellers in Hampshire. Our detailed knowledge of, and good relationship with, the various travelling communities (see **Section 4** and **Appendix 5**) was a major factor in the commissioning of our services and the relative success of the project.

3.4 In undertaking this important and complex study, we have been conscious that the assessment differs from other planning technical work. The focus is very much on the aspirations, needs, and concerns of identifiable individuals; real people that could be impacted directly by the plan-making and decision-taking processes. These sensitivities have been reflected in the approach to the study, for example in the design of the questionnaires, and in the publicity for, and the conduct of, the interviews. The output of the assessment is, in the end, reduced to simple numbers of plots and pitches, but to acknowledge the people behind the statistics, we present a small sample of our collected case studies in **Appendix 4**.

Gypsies and Travellers

3.5 There are many sources of useful and interesting background material on Gypsies and Travellers, and their accommodation needs and aspirations, from Government papers to academic studies (as well as several recent literary best-sellers). These have contributed to our wider understanding of the subject, but, as mentioned above, they do not need to be summarised within this report.

3.6 It is worth noting, however, from a Hampshire perspective, that the cultural distinctiveness of the traditionally large Romany presence in Hampshire has been lost through integration with the wider community. Of particular interest to us is that one local historian specialising in this field has estimated (from records dating back to the 1940s) that today there could be as many as 10,000 persons defined as Gypsies and Travellers in the New Forest and Southampton areas alone (Len Smith, 2005). We are not in a position to verify this or otherwise, but the salient point is that it is likely that a sizeable number of travellers are now settled within built accommodation – described as 'bricks and mortar'. This matches our perception from our work with these communities, but the Consortium were always of the realistic view that it would be very difficult for Forest Bus to reach more than a limited proportion of these individuals within the given resource restraints.

Travelling Showpeople

3.7 Again, there is much published background information – the county's *Travelling Showpeople Accommodation Assessment (*Hampshire local authorities*,* 2008) is particularly useful – and it is sufficient here to simply note some key themes concerning culture and accommodation:

- Travelling Showpeople are not gypsies, and have their own culture, lifestyle, values and traditions. They are defined by their distinctive occupation – travelling around the country with traditional businesses to provide fairs, rides, and amusements, usually with associated catering and other stalls, for short periods of time.

- Travelling Showpeople use three kinds of sites; fair sites - where traditionally they live beside the rides and stalls whilst the fair is running; pull ins – where they stop with their wagons and rides whilst travelling between sites; and permanent sites - where they stay during the winter period. The latter are usually privately owned, with some Showpeople renting spaces to employees or other families for living or storing equipment.

- Tradition is regarded as extremely important, with an expectation that the business is handed down through future generations of the family. It is considered very important, culturally, to keep families together.

- Showpeople need to travel with their equipment and store it when not in use. Equipment has become more sophisticated and rides bigger and very expensive. Rides are now mostly trailer-mounted requiring tow-vehicles. The increasingly rigorous health and safety requirements mean that rides have to be set up for maintenance and testing in winter. Requirements imposed by some councils have increased the infrastructure necessary for providing a fair, requiring, for example, the need to store temporary fencing or tracking to protect ground in wet weather. All this increases the amount of space needed to operate efficiently and thus the desirable size of yard which will act as family living quarters, equipment store, testing area and so on.

- The pattern of work over the year is said to be changing. At one time the 'season' traditionally ran from Easter to Bonfire Night and Showpeople would be on the road during this period, living in winter quarters over the intervening months. Now, with Christmas fairs and markets as well as other short events requiring set-up and departure in a single day, the travelling season has been extended.

- Showpeople need somewhere to go with their equipment during gaps in engagements (equipment cannot be left unattended because of insurance conditions) and there are attractions in being able to return 'home' for short periods when necessary.

4.0 THE ASSESSMENT: PROJECT MANAGEMENT

Introduction

4.1 The previous two Sections set out the context in which the Consortium authorities entered into discussions with each other in late 2011 with a view to a shared approach to sound spatial planning. A good working relationship already existed between the authorities, through historical regional planning and economic development links, and the more recent emphasis on the duty to cooperate.

4.2 The eight borough and district authorities, together with the New Forest and the South Downs National Park Authorities, were clear that cooperation on field research could bring tangible benefits in terms of strategic cross-boundary analysis (including the avoidance of double-counting) and an economy of scale in resources (including cost-effective pooled funding). There were also mutual benefits in the partnership with Hampshire County Council. The latter provided the project with specialist staff (in the form of the Gypsy Liaison team) and additional financial and technical support.

Project Team

4.3 The principle of collaborative working was established in December 2011, and each of the authorities dedicated an experienced planning officer to the process, with the establishment of a working group led and managed by senior officers from Winchester City and East Hampshire District Councils. An early and fundamental decision was that a specialist consultant should be commissioned to undertake the complex survey work.

4.4 The Consortium also liaised with other Hampshire authorities (Hart, Basingstoke & Deane, and Rushmoor) in order to ascertain how the outputs from this study will assist in a wider understanding of traveller requirements across the county. The cities of Portmouth and Southampton, and the Isle of Wight, declined the opportunity to join the Consortium, on the grounds that their own assessment work was already well-advanced, but have been kept informed of progress. The aims of the project were endorsed at the outset by Hampshire and Isle of Wight Chief Planning Officers' Group (HIPOG) and the county's Strategic Housing Officer's Group (SHOG).

4.5 The Consortium's Project Team also developed relationships (still ongoing) with similar multi-authority partnerships in the neighbouring counties of Dorset, Surrey, and West Sussex, with convened workshops on best practice. Cross-boundary approaches to wider sub-regional/ regional issues such as the location of transit sites have also been under discussion. We would also support liaison with Dorset County Council as a key partner in the west of the county, not least in relation to the New Forest National Park.

Project Brief

4.6 The Consortium prepared a detailed project brief to confirm the study's objectives, preferred methodology and required output. The evidence and analysis had to be based upon a detailed set of face-to-face interviews across all identified sites within the study area. The interviews had to be structured, based on the client's draft questionnaires (see **Appendix 2**), and with all responses fully recorded. The brief also defined the requirements for this, the final report.

4.7 The eleven authorities were always clear that the evidence must be as comprehensive as possible, and should cover the needs of Travelling Showpeople

as well as those of Gypsies and Travellers. Given that a substantial proportion of travellers now live amongst the settled community in houses and flats, the Consortium also required Forest Bus to assess the broad accommodation needs of those (though a selected sample) currently living in 'bricks and mortar'; a less visible element of the traveller communities and a correspondingly difficult group to reach or even quantify.

Forest Bus

4.8 Forest Bus was the selected contactor on the basis that we could demonstrate social research expertise, and a track record of engagement with traveller communities, including those in 'bricks and mortar' accommodation. We could meet many of the criteria set out in Government's guidance (*Gypsy and Traveller Accommodation Needs Assessments*), relating to independence, credibility, ability to obtain access and secure trust, and qualifications. Further background, including on our relevant track record, is included for information in **Appendix 5**.

4.9 We were able to meet the requirements of the brief in planning, undertaking, and reporting on the survey, and the results in the field reflected our ability to contribute staff with experience of working with travellers (and, in some cases, to use interviewers from individuals within the traveller community).

4.10 Forest Bus was commissioned in May 2012, and the complex project and staff logistics was led by the charity's experienced Project Manager. The assessment was completed in three stages, as described in the following Section, and regular contact has been maintained with the Consortium's officer working group throughout the project. In order to meet the Consortium's deadline we are grateful for the additional editorial and technical support from consultants Local Planning Limited.

5.0 THE ASSESSMENT: APPROACH

Introduction

5.1 The assessment project has been a partnership between the Consortium and Forest Bus, and the very specific requirements of the brief provided clear parameters for us. The Consortium provided the essential baseline information, and our primary objective was to conduct and record a meaningful interview with a family member on each pitch or plot, and within a sample of bricks and mortar accommodation.

5.2 The reliability of the baseline data is of paramount importance, not only to ensure the survey strove for optimum site coverage, but also to allow us to measure the respective 'response rate' of successful interviews in each authority area. This in turn is important when handling the data and ensuring that any assumptions (including extrapolated future projections) are as robust as possible. Each authority therefore contributed towards the Consortium's lists (one each for Gypsies and Travellers and Travelling Showpeople as at May 2012); 'master-lists' of all known sites for us to use in planning and undertaking the survey.

5.3 The lists of sites provided comprehensive information on site location and planning status, and were drawn from the local knowledge within each authority (including development management and enforcement records). The emphasis was on actual known households and individuals rather than a reliance on other collated data, such as the annual Caravan Count. It is important to note that we continued to liaise with the Consortium authorities and the baseline data was updated to ensure it reflected as fully as possible the position as at the completion of this report in late March 2013.

5.4 The collated figures from these lists are set out in **Tables 2 and 3** below. These illustrate the scale of the project, in terms of the number of known sites in each authority area, and also the uneven distribution of sites across the county. There are historical factors at play here, but in relation to Gypsy and Traveller sites, the unbalance is to a considerable extent caused by the two publicly-owned sites (operated by Hampshire County Council), at Tynefield in Winchester district (18 pitches) and at Marchwood in New Forest District (20 pitches).

Table 2: Baseline Data: Gypsy and Traveller Sites (March 2013)

Authority	**Baseline Data**		
	Sites	Pitches	Units
East Hants	9	23	23
Eastleigh	14	23	23
Fareham	3	5	5
Gosport	1	1	3
Havant	0	0	0
New Forest	3	45	46
NFNPA	2	2	3
SDNPA	5	13	17
Test Valley	9	9	11
Winchester	16	41	59
TOTAL	**62**	**162**	**190**

Note: A residential *pitch* may comprise one or more *units;* separate mobile homes, touring caravans, or other accommodation structures shared by one or more families.

Table 3: Baseline Travelling Showpeople Sites (March 2013)

Authority	Baseline Data		
	Sites	Plots	Units
East Hants	4	20	n/a
Eastleigh	No sites indentified		
Fareham			
Gosport			
Havant			
New Forest	2	4	n/a
NFNPA	1	12	12
SDNPA	1	3	9
Test Valley	6	12	n/a
Winchester	10	28	82
TOTAL	**24**	**79**	**n/a**

Note: A site may comprise one or more yards; a yard is taken here to equate to one accommodation plot, which itself may comprise one or more *units;* separate mobile homes, touring caravans, or other accommodation structures shared by one or more families

5.5 It also needs to be noted that all the references within the **Sections 5-7** and **Tables A1-17** to East Hampshire and Winchester relate only to those parts of the two districts (approximately 60% and 40% of total land area respectively) that lie outside the extensive South Downs National Park. Unlike the New Forest National Park (a smaller and more sharply defined geographical entity), only a portion of the South Downs National Park falls within the study area. In our final Section we are able to provide the SDNPA, East Hampshire District Council and Winchester City Council with bespoke recommendations and with disaggregated figures in **Tables 1** and **4 (a-d)** for pitch requirements in their respective domains.

Stage1: Planning

5.6 The important first stage of the instruction involved preparing for the interviews through desk-top planning of logistics, staff briefings, and contacting identified interviewees. In many cases, particularly in the New Forest area, we had existing relationships; to reach others across a very wide area, we undertook a programme of publicity – including the distribution of flyers (see **Appendix 3**) and communicating through our informal network of contacts, including within the Showman's Guild. The aim was to ensure as many as possible of the travellers on sites listed by the Consortium were aware of an imminent visit from our staff; wherever possible we were keen to avoid 'cold-calling' at sites.

Stage 2: Interviews

5.7 The interviews were conducted by a team of thirteen, including two travellers, and most of the rest with experience in engagement with traveller communities. This stage had to be conducted during June and July 2012; both the Consortium and Forest Bus accept that this is not ideal, given that the summer is the primary season for travellers to be on the move and away from their normal base. The timing was determined, however, by the respective plan-making pressures of the various authorities (not least the need to publish and consult on plan documents, including where traveller site issues are addressed). As it transpired, the severely inclement

summer weather appears to have hampered the usual travel patterns, particularly in the case of Travelling Showpeople.

5.8 Forest Bus determined that optimum results were more likely if our researchers visited each site in pairs, and the summer weeks saw intense activity as our teams covered sites dispersed over several hundred square miles. All interviews were conducted in line with best practice, with standard questionnaires and staff briefing ensuring that the complex process was undertaken on a consistent and professional basis. We are pleased to report that the field work was incident free, and that the site interviews were completed and recorded in a spirit of positive cooperation. However, despite the careful planning and communication initiatives, we were disappointed, as explained in the following Section, that the overall response rate can be described as modest rather than good.

5.9 Throughout the study, due care has been given to protect personal information. The completed questionnaires will remain confidential and are not reproduced in part or full within this report. The data remains the property of the respective authority, but will be retained securely by Forest Bus, and destroyed after five years.

Stage 3: Report

5.10 This report follows the requirements of the project brief. Although, by the very nature of the face-to-face interviews with people in their own homes – often in the presence of family member and friends – our interviewers were able to gather much qualitative information about personal stories and circumstances, the material collected on behalf of the Consortium has focused on the quantitative data required to provide tangible and robust evidence for the local planning authorities.

5.11 The following four sections of this report are the critical, substantive part of the whole exercise; a summary of the research findings, an explanation of the methodology adopted to interpret and use the collected data, and finally clear and concise presentations of our conclusions and recommendations.

6.0 THE ASSESSMENT: RESEARCH FINDINGS

Introduction

6.1 The scale of the task to be undertaken by Forest Bus was considerable; as seen in the previous section, the Consortium's baseline lists comprised almost 90 sites. Our objective was to visit each and every one of these, and, in line with the project brief, our aim was also to conduct interviews at both any 'other sites' (mostly temporary and unauthorised) we came across during our travels, and at a sizeable number of 'bricks and mortar' properties.

6.2 This ambitious project has generated a substantial amount of data, and great care must be taken in its objective analysis. Before a robust methodology is applied to project future needs, this Section provides a review of the findings and draws out key themes from the research. First, however, it is important to reflect on the extent to which the survey work has successfully provided a statistically sound basis for our assessment.

Viability and Reliability of the Survey Data

6.3 The overall response from the Traveller community was perhaps lower than we and the Consortium hoped at the outset. **Table A1** in **Appendix 1** details the number of questionnaires completed at the Consortium's listed (baseline) Gypsy and Traveller sites (with a figure for the % success rates), as well as the interviews we conducted on 'other' and 'bricks and mortar' sites. The figures in **Table A1** provide the following headlines:

- Interviews were conducted on 21 out of 62 baseline sites (34% 'hit rate');
- 48 questionnaires were completed from the 162 Consortium pitches (30% response rate), and in addition we were able to secure interviews on other traveller sites (the subsequent analysis refers to the combined figure of 'Identified Sites)';
- The site 'hit rate' and the interview 'response rate' was reasonable high, mostly at between 30% and 44%, although our survey record in East Hampshire was disappointing. No interviews were conducted at the small number of Consortium sites in Gosport and the New Forest National Park, and there were no listed Baseline Sites for Havant.

6.4 These figures are not a full reflection of the endeavours Forest Bus made in undertaking the survey. As explained in the previous Section, we attempted to forewarn residents on all sites that a visit from us was imminent. We made efforts to visit every site - although in a small number of instances (5 no.) our staff were unable to find the location, or discovered the site to be vacant (5 no.) – and made a second or even third visit where there had been 'no response' (22 no.); in the latter case, this could mean the residents were either absent at the time of the visit, or were unwilling to come to the door. Finally, and most disappointingly, a high proportion of individuals declined to be interviewed (22 no.). On many of the larger sites, the picture is somewhat more complex, with a 'no response' from some residents, and others agreeing or refusing to participate in the survey.

6.5 After liaison with the Consortium authorities, and the updating of site data from the position at the time of the survey to March 2013, all of the ten vacant or unfound sites were retained as counting towards the baseline data, as this reflects the current planning status of the sites concerned. We should add a caveat, however, that planning circumstances can alter rapidly, and even as this report is published, there are outstanding uncertainties resulting from pending application determinations and

appeals (most notably in respect of a sizeable Traveller site within Winchester district where clarification of the lawful use will impact on the respective plot/pitch statistics for both Gypsies and Travellers and Travelling Showpeople).

6.6 There are likely to be a number of reasons why the proportion of successful interviews amongst Gypsies and Travellers was relatively low. The timing of the field research (see paragraph 5.7) was not conducive to a strong response, nor was the current overall mood amongst the local travelling communities, which can be described in general as being of low morale (again for a number of factors). A view that similar exercises in recent years had not led to any tangible improvements in accommodation opportunities was also stated as a reason not to engage with Forest Bus.

6.7 We would also contend that the profile and reputation of Forest Bus amongst the local traveller communities led to a higher response rate than would have been secured if the Consortium authorities, or an external agency from outside Hampshire acting on their behalf, had undertaken the interviews. Critically, we believe that the interview response rates, and the substantial body of collected data, are such that they allow for meaningful analysis of accommodation needs and validate the assessment for each of the participating authorities.

6.8 In addition to the sites included on the Consortium's list of known Gypsy and Traveller sites (both authorised and unauthorised in planning terms), our research team visited a number of encampments on the highway or other public land. Not surprisingly, the authorities concerned were in most cases, fully aware that these groups of travellers had temporarily settled without authorisation within their jurisdiction. In some cases, the travellers were known to visit and camp in the same location or vicinity on a regular annual basis, but in general these sites are viewed as ephemeral by the planning authorities, and, for this reason, they were not included within the Consortium's list of baseline sites.

6.9 The number and location of these sites are also set out in **Table A1**. On the four such sites across the study area, we were able to conduct a further 17 interviews, providing additional valuable information on accommodation need.

6.10 We were also pleased to accomplish a good representative sample from bricks and mortar accommodation. As **Table A1** reveals, we were able to build on our existing network of contacts within the New Forest area, and interviewed 51 households houses and flats around the periphery of the National Park (11 within the Park, and the reminder just outside).

6.11 As far as Travelling Showpeople are concerned, **Table A2** provides a succinct summary of our engagement with this group. The Consortium identified 25 sites across seven of the authority areas. Our researchers found three of these sites to be vacant, and either received a refusal to be interviewed, or a no response, at several others, but securing interviews at 10 of the sites; a relatively successful hit rate of 40%. With 34 interviews completed, the survey reached over 40% of indentified Travelling Showpeople households.

6.12 The primary purpose of this assessment is to recommend accommodation targets for each of the local planning authorities within the Consortium, and the disaggregated findings are discussed below, and analysed in more detail in the following section. First, however, it is useful to reflect on the broad picture that emerges across the study area as a whole, with reference to the tables included within **Appendix 1**.

Gypsies and Travellers

6.13 **Table A1** provides a summary of the extent of the Gypsies and Travellers data collected by Forest Bus from Consortium sites, other sites, and bricks and mortar accommodation. A total of 123 questionnaires were completed, and taken together these provide a broad context for the consideration of the figures for each authority. Some interesting themes emerge, as discussed below. For convenience we distinguish here between the Identified Sites (the baseline sites and the additional ones we found, whether public, private, and authorised or not in planning terms); the 'Unauthorised Encampments' (unauthorised, temporary sites on the 'roadside' or other public land), and those travellers residing in houses or flats, known as 'Bricks and Mortar' accommodation.

Identified Sites

6.14 It is useful to note at the outset that the surveyed population, based on the response to the interview question on ethnicity (as illustrated by **Table A3**), very much reflects a common heritage. The vast majority of respondents consider themselves to be 'traditional travellers' (with a roughly equal split between those describing themselves as English gypsies or travellers and those who are Romanies). Only a very small number of those interviewed defined themselves as 'New Travellers', and overall the sample was remarkably homogeneous. (This is useful background information, although we are not in a position to advise whether there is any link between an ethnic or other group and a propensity to respond to surveys conducted on behalf of 'authority').

6.15 Secondly, and more significantly, given that this assessment is a study of the future accommodation needs of individuals with a nomadic or semi-nomadic ethnic heritage, it is interesting to note that the 'community' as a whole has a significant degree of stability. This is illustrated by **Table A4** which details the responses to four key factors identified by the questionnaires, where the household:

- views the site as permanent for the foreseeable future;
- has no current plans to move;
- does not expect to move within the next five years; and
- expects to stay together for next 5 years

6.16 As **Table A4** shows, there were a high number of respondents on 'permanent' sites (albeit some with temporary or no planning consent) who responded positively to these questions; in each authority area the proportion who gave these answers varied (for the most part) between 67% and 100%. We do not have comparative statistics, but would venture that such figures may not be so different amongst sections of the 'settled' community.

6.17 In this context, it is useful also to note from **Table A5** how few individuals, when prompted by a question, advised that they were registered on a site or housing waiting list. Only a small number residing at the public site in New Forest District answered in the affirmative, and, again, this contributes towards a picture of relative stability within the sample population.

6.18 A third interesting perspective is captured in **Table A6**, which sets out the data relating to the survey's questions on age structure. It is noteworthy that within the households described by the interviewees, the Gypsy and Traveller communities have a population pyramid very different from Hampshire's settled community. Across the interviewed sample as a whole, only 5% of travellers are currently over the age of 60 years old. A further 31% are in the 'middle years' of 31 to 59 years old,

leaving a remarkable 64% of the sample population as young adults who may require independent accommodation now or in the near future (12% are between 16 and 20 years old, and 14% between 21 and 30), or children, with medium to long-term needs (11% are 11-15 years old, and 27% are under 10 years). These are very significant population characteristics which have a major influence on the overall response to the survey and the long term projections of anticipated need for pitches.

6.19 The implications for each authority are discussed below, but again, at a Hampshire-wide level, the interviews provided an interesting response when individuals were asked whether their children (of any age, not necessarily under 16 or 18 years of age) in the family, had specific requirements for their own pitch within the next five years. As **Table A7** shows, respondents in Test Valley and Eastleigh indicated some identifiable 'need', but whilst there was no such demands from the majority of the other authority areas, we recorded significant need from interviews at the two public sites, at Bury Brickfields (New Forest) and at Tynefield (Winchester).

Unauthorised Encampments

6.20 As stated above (paragraph 6.8), we managed to secure a relatively large sample of interviews with households living on temporary and unauthorised encampments in various locations across the study area. We came across travellers on four sites, and managed to complete questionnaires with 17 individuals from 15 households. The distribution of these sites by authority area is shown in **Table A1.** As mentioned in paragraph 6.7, planning officers were generally aware of most of these sites, but not necessarily knowledgeable on the broad details of these groups (such as ethnicity, composition, motivations and travelling patterns).

6.21 We also collaborated throughout the project with Hampshire County Council's Gypsy Liaison Officer and compared the baseline data and our findings against the County Council's detailed records of unauthorised encampments. This 'Traveller Database' monitors movements of families in, out, and across the county, and provided us and the Consortium with a comprehensive picture of activity during the year, including the months of June and July 2012 when we undertook our survey.

6.22 **Table A8** reveals the ethnicity of this category of traveller, which is only defined as a group in that the households share – for the moment at least – an absence of a permanent site in Hampshire. Incidentally, the County Council's Gypsy Liaison Officer has advised that several of the travelling families known to the authority have settled residences elsewhere in the country, although we were unable to substantiate this from our limited survey sample. What our survey team did find was an absence of New Travellers (save for, we would conjecture, several respondents on one site in Winchester who preferred not to answer a question on ethnicity), but a sizeable proportion with Irish heritage which we did not find on the 'permanent' sites.

6.23 It is no surprise that, in contrast to the degree of stability that emerges in respect of the more 'settled' Gypsy and Traveller community, on authorised sites or otherwise, (see paragraph 6.15), these interviews highlight the very fleeting and uncertain circumstances of these individuals. This is illustrated by **Table A9** which details the responses to several key factors identified by the questionnaire, where the household:

- confirms that the site is a temporary or emergency stopping point only;
- acknowledges that the encampment site is on public land, or is of unknown status, and/or can be described as illegal;
- can be described as nomadic, and /or is always travelling; and
- plans to move on within three months.

6.24 As **Table A9** reveals, these reflect the position in more or less all of the interviews we conducted on these sites. In other words, what appears to be difficult circumstances for these families do not generally lend themselves to rose-tinted self-delusion; their needs are, it seems, acute and pressing. Amongst those we interviewed, several individuals referred to the pressures of being moved on by 'authority', and it is not easy to reconcile these concerns with those travellers who may, as the County Council suggest, have a more permanent base elsewhere. Certainly, the families in our survey all see themselves as nomadic, a claim supported by the fact that hardly any were registered on waiting list for housing or permanent traveller sites. The survey responses, and the unsuitable locations in which we found them (including on the highway and a car park) strongly point towards a general need for improved formal transit accommodation in certain parts of Hampshire.

6.25 From the sample found and interviewed by us, the age structure pyramid of this transitory group (as at July 2012) is even more striking than the Gypsy and Travellers settled on more permanent sites (see paragraph 6.17). In comparison to the latter (compare **Table A10** with **A6**), whilst the older generations are again almost completely absent (only 2% are over the age of 60), there are less young adults (only 22% are between the ages of 16 and 30 years old), but a preponderance of children; a remarkable 42% are 15 years old or younger, with 30% under ten years of age. As with the other Gypsy and Traveller respondents, these are notable figures with significant implications for the needs assessment (although as will be seen in **Section 8**, extrapolated population projections by themselves are not a reliable means of estimating future accommodation need for this group).

Bricks and Mortar Accommodation

6.26 As stated above (paragraph 6.9), we also managed to secure a relatively large sample of interviews with households living within built accommodation. It can be noted from **Table A1** that the vast majority of these were in and around the New Forest, in the villages that lie adjacent to the western and eastern boundaries of the National Park. Some of these dwellings fall just within the park, but the majority are outside, and within New Forest District. It is in these relatively concentrated traveller communities that Forest Bus have been engaged for many years, giving us an informed perspective on the peculiar characteristics of this particular cohort. With a number of other households interviewed in Winchester and Fareham, the return of 54 completed questionnaires represents a relative success (certainly when compared with the survey work undertaken for the Partial Review of the South East Plan (see paragraph 2.9), and provides us and the Consortium with an interesting perspective.

6.27 We have previously referred to how the New Forest (and Southampton) area has a concentration of housed travellers, stemming back to public policy during the Second World War (see paragraph 3.6). Even with the passing of subsequent decades, those we interviewed indicate a strong loyalty to their shared heritage, with 100% of our sample describing themselves as 'traditional travellers' (see **Table A11**), many of whom are Romanies (61% of our sample).

6.28 Notwithstanding this long-standing relationship with bricks and mortar accommodation locally, this housed element of the traveller community is not immune from the difficulties than can afflict those who find themselves, temporarily or otherwise within build accommodation. This trait is familiar from social research and our own first-hand experience, but others may be surprised to learn that this section of the Gypsy and Traveller community appears to be far less stable than

their kindred in caravans and mobile homes. **Table A12** details the responses to three key factors identified by the questionnaire, where the household:

- views the accommodation as permanent for the foreseeable future;
- does not expect to move within the next five years; and
- expects to stay together for the next five years.

6.29 In contrast to the response to the same questions to those on the 'permanent' baseline sites, whether authorised or not, the picture is of a far less stable population. A slim majority expects the household to remain together by 2017, and only around 70% of respondents see the accommodation as permanent, with an expectation that they will move within those five years. The qualitative data collected during our visits suggest a widespread dissatisfaction with current living circumstances, and/or a common recognition that family changes (births, deaths, relationships) have or will have a major impact on the accommodation needed, or wanted, by the household.

6.30 Notwithstanding these sentiments – whether reflecting a general sense of insecurity, or a desire to return to a more nomadic lifestyle – only one respondent in bricks and mortar accommodation advised that they were on a waiting list, and this was for alternative housing rather than a traditional Gypsy and Traveller caravan site (see **Table A13**).

6.31 As with the Gypsies and Travellers residing at sites listed by the Consortium, or at the unauthorised encampments that we came across, the population pyramid of those in bricks and mortar appears to give a clear indication of future need. Again, as **Table A14** shows the older generation is notable by its absence (certainly when compared with the settled community) – with only 3% over 60 years of age – and, as elsewhere, households are very much skewed towards the young. 27% of the households surveyed are young adults between the ages of 16 and 30 years of age, while 37% are 15 years of age or younger (and one in four of this population sample are under ten).

6.32 Again, the shape of this population pyramid could suggests a significant demand for accommodation in the medium term, if households were to re-establish themselves within a more traditional traveller setting and lifestyle. However, as **Table A15** confirms, only a small number of questionnaires identified a specific need (or desire) for a pitch by 2017.

6.33 However, despite these interesting findings, and the clearly significant levels of 'need' for alternative or additional accommodation within our interviewed sample, we have decided not to factor in this aspiration or demand as tangible need for additional plot provision. The sample is not statistically robust (50 or so households out of possibly many hundreds in the New Forest/Southampton area), and there does not appear to be anything more than a general, perhaps nostalgic, longing for the traditional nomadic or semi-nomadic ways of previous generations. Our impression, backed up by the County Council's data, is that this may manifest itself in short, transitory travels within Hampshire and elsewhere, but not in any desire for a permanent move from the security of a house or flat to a mobile home or touring caravan.

Travelling Showpeople

6.34 As is clear from **Section 2**, it is important to note that Travelling Showpeople have very different traditions, and subsequent site requirements, from Gypsies and Travellers. The Consortium understood this fully, and designed a questionnaire

solely for use with this group. Moreover, and to generalise, Travelling Showpeople sites tend to be larger and longer-established than most Gypsy and Traveller sites, and, perhaps together with cultural issues, this helps explain why we were able to find and secure a higher proportion of interviews at Showpeople sites (a 42% hit rate) than at Gypsy and Traveller sites (30%). The actual numbers and their geographical spread are set out in **Table A2**.

6.35 Respondents spoke of a tight-knit community, but one that was subject to prejudice from the settled community, at least in part due to being associated with gypsies. The culture is also subject to change: partly because of fears of anti-social behaviour and safety, partly because traditional fair sites are being lost to development or regeneration, interviewees noted that they had lost bookings over the year and could have gaps in engagements in addition to any created by adverse weather. Overall, the season is longer and perhaps less continuous than previously.

6.36 Moreover, it became very clear during our site visits and interviews that this different tradition and lifestyle also provides a distinct perspective on accommodation need and demand. Indeed, as the families are living side-by-side with their commercial operations, and involvement with the business runs from one generation to the next, the whole concept of living space and family relations is quite different to both Gypsies and Travellers and the settled community. In particular:

- Interviewees noted that most children seem to stay in the business. Older sons and daughters have their own rides and stalls (respondents on three sites had already purchased rides for their children aged under 16 years of age);
- Respondents advised that family life is important, reporting that unmarried sons and daughters have their own trailers but remain part of the 'household';
- On marriage it is usual for sons to bring their new family to their parents' yard, while daughters go to their new husbands' yards;
- Older family members, traditionally, are cared for and supported by their family when they no longer actively travel; and
- Sites/yards are wanted which can accommodate extended families where some will be resident throughout the year, and others coming and going.

6.37 It is these aspects which – despite the bespoke questionnaire – do not lend themselves so easily to the statistical summary we have set out for Gypsies and Travellers in **Tables A3 – A15**. For example, the population pyramid of the community is less reliable as an indicator of accommodation need; while today's children will grow up, meet a partner, and wish to live independently of their parents, this cannot be equated with a simple demand for an additional new plot. Just as important as new household formation, will be the size, layout and configuration of the overall site (often large and containing several yards), and the whole health and shape of the 'showground' business, and the need for more or less rides and equipment. For these reasons, it is far more of a challenge to provide a target-driven approach to the future accommodation of this historical and important group, as discussed in the following section.

7.0 THE ASSESSMENT: METHODOLOGY

Introduction

7.1 The findings of the survey as outlined in the preceding sections are, by themselves, of interest, but do not provide the planning authorities with an assessment of permanent and transit accommodation needs over the lifespan of their development plans, as required by national planning policy. Careful analysis of the data is required in order to make projections of future need as accurate as possible.

7.2 As earlier sections of this report have made clear, in undertaking this challenging task, Forest Bus has been extremely conscious of the distinctive requirements of Gypsies and Travellers and Travelling Showpeople; between the need for permanent and transit accommodation; the need to avoiding the potential pitfalls highlighted by regional planning work in recent years; and the value in seeking best practice, not least in following the guidance within the Government's *Gypsy and Traveller Accommodation Needs Assessment* (2007). This advises how traveller accommodation needs to be quantified in term of:

- site accommodation on private sites;
- site accommodation on socially rented residential sites;
- site accommodation on transit sites;
- bricks and mortar housing for owner occupation by Gypsies and Travellers;
- affordable bricks and mortar housing.

7.3 The Government guidance stresses that it is important to be able to identify both current and future accommodation needs. The results from the Forest Bus survey enables us to advise the authorities by identifying:

- the number of Gypsy and Traveller households that have or are likely to have accommodation needs to be addressed, either immediately, or in the foreseeable future;
- a broad indication of where there is a demand for additional pitches;
- the level and types of accommodation required for this need to be suitably addressed; and
- the level of unauthorised development which, if planning permission is not approved, is likely to swell the scale of need.

7.4 We have set out our considered figures for the current need for Gypsy and Traveller sites within **Table 1** (within both Executive Summary and **Section 9**), from a calculation of the shortfall in provision against the current (March 2013) provision of pitches on Identified Sites. In a sense this is solely a *notional* representation of need, because a 'snapshot' of 'current need' is actually a conglomeration of hope, yearning, frustration and aspiration over accommodation issues. The need identified cannot, clearly, be met today or tomorrow – or indeed *currently*. (Although in the rare instance that an *immediate* pressing requirement for additional or new accommodation, for whatever reason, exists, the appropriate authorities will have taken the action necessary to resolve the issue).

7.5 However, quantifying a figure for 'current need' is essential in the next step in our approach, as it provides the foundation for future projection of need, set out in a series of figures below (**Tables 4a-d**).

7.6 The identification of need, whether current or future estimated, for Travelling Showpeople is far more problematic, for the reasons set out in the previous section. We are unable to provide an equivalent set of neat projections as used to inform

Table 4. The same is true for Bricks and Mortar accommodation, and in respect of transit sites for Gypsies and Travellers. In the case of the former, beyond what the respondents we met in houses and flats told us, their 'demand' or 'need' is subject as much to the ebb and flow within Council waiting lists and nationally-set social welfare payments. Similarly, whilst the need for over-night or short-stay sites to meet the demand of seasonal travellers is far more tangible and transparent, the complexities behind the movement of the more nomadic families almost defy assessment. Moreover, their presence in one specific authority cannot by any means be deemed to provide evidence of a need in that authority area. Our conclusions in respect of these three areas are set out in the penultimate section.

7.7 Returning to the issue of Gypsy and Traveller permanent pitches, we can certainly concur with the Government's supposition that accurate projections of future need is likely to be a more difficult exercise (*Gypsy and Traveller Accommodation Needs Assessment*). The advice states that information on the likely rate of household formation and assessments of future accommodation need should be based primarily on locally gathered evidence, rather than average national estimates which may not reflect the position in the survey area concerned. It is on this basis that Forest Bus has focused on identifying local trends from the demographic profile we observed during our research, and this is what **Tables 4 (a-d)** seek to portray. In particular, we contend that our approach is preferable to using standard assumptions, such as a 3-4% family formation growth rate, as referred to in the Government guidance.

7.8 Working on behalf of, and in tandem with, the Consortium's eleven authorities, our survey was designed to identify:

- the intentions of those households planning to move which may free up spare pitch or bricks and mortar capacity;
- the likely rate of household formation and population increase;
- travelling patterns within the survey area and in and out of surrounding areas.

7.9 With the data collected and collated, our task was to calculate current and future need, and it is the Government's *Gypsy and Traveller Accommodation Needs Assessments* that provides (by way of an illustrated example) the most useful template as to how current and future need might be calculated. This is the model used by the Chichester assessment (2007), praised as best practice by the draft Panel Report into the South East Plan Partial Review (see paragraph 2.8), and is the basis for the guidance offered by a consortium of authorities in Surrey: *Preparing Travellers' Accommodations Assessments – The Surrey Approach* (2012). Such guidance and best practice has informed our approach throughout.

7.10 The focus of the Government guidance is on the accommodation *needs* of travellers, with its definition and meaning discussed in the 2007 document. In this regard, as the Government's illustrative worked model shows, it is appropriate (for the most part) to equate need to *demand*. Hence, to simplify matters, the assessment of accommodation turns on the balance between supply and demand.

7.11 The Government's illustration of current residential *supply* is based upon:

- the number of unused public pitches, and vacancies on privately owned sites;
- the number of existing public and private pitches expected to become vacant in near future;
- the number of households in site accommodation expressing a desire to live in housing; and

- current applications for planning permission for new private pitches likely to be approved

7.12 The Government's illustration of current residential *demand* is based on households:

- seeking permanent site accommodation in the area;
- living on unauthorised encampments;
- living on unauthorised developments for which planning permission is not expected;
- considering themselves to be currently overcrowded;
- expecting to form new family units or households; and
- living in bricks and mortar housing but with a need for site accommodation

Forest Bus Data: Assumptions and Adjustments

7.13 Given the above background, Forest Bus considered it essential that we should optimise the information garnered through our field-work. We have acknowledged (paragraph 6.3) that the 'hit-rate' (the proportion of sites that provided completed questionnaires) and the 'response-rate' (the proportion of households responding positively to the survey) was not as high as we would have preferred. However, the return from the interviews does provide a sound sample that, with careful (logical, consistent, and transparent) extrapolation, can provide a robust foundation for our analysis and recommendations. It is in this spirit that we first consider *demand*, after a short word on *supply*.

7.14 Forest Bus and the Consortium resolved at the outset of the study to focus most attention on demand rather than supply. After a careful consideration of the issues, all parties felt that the factors influencing supply of new sites or pitches were extremely stable across the county at the time of the survey. For example;

- Vacancy levels on the two publicly-owned sites were very low (and with a low turn-over historically);
- Development Management/Enforcement intelligence did not suggest significant levels of site activity (turnover or intensification), development proposals for new or extended sites, or significant levels of seasonal movement into and across Hamphire;
- Development Management advisors on the development of the baseline data did not highlight a significant number of temporary planning permissions for sites that were due to lapse during 2012/13 (or thereafter); and
- Issues of supply have not emerged as major factors for cross-boundary collaboration (according to the Consortium's network of partner authorities in West Sussex, Dorset and Surrey).

7.15 Travellers are, of course, by definition 'persons of a nomadic habit of life' (*Gypsy and Traveller Accommodation Needs Assessment*), although it is also widely recognised that many may have ceased to travel temporarily or permanently. Whilst the demand for additional accommodation lies at the very heart of this study, it is useful to reflect on our findings (paragraph 6.15) in respect of the degree to which the Gypsy and Traveller population (most of whom describe themselves of traditional travelling stock) demonstrate, in much of Hampshire at least, a perhaps surprising degree of stability. The surveyed population can, from a land-use perspective at least, be categorised into two broad groups; those of a generally settled disposition on 'permanent' pitches (even if temporary or unauthorised in planning terms), and those that maintain a more nomadic lifestyle, with a propensity to move from one (often unauthorised site) to another.

7.16 That is not to say that that demand for additional permanent pitches should be discounted from the vast majority of Gypsy and Travellers households on sites who are generally satisfied and not looking or expecting to move. Family, health and economic circumstances change regularly, and often rapidly, and whilst there are some clear indications of demand (registration on housing or site waiting lists, or overt declarations of intent or aspiration), we also have to give significant weight in our analysis to the latent demand represent by children and young persons (who could be looking to live independently or start families within the next 5-10 years or beyond).

7.17 It is in this context that the current and longer term accommodation demands of the Gypsy and Traveller communities for permanent pitches have been represented within the four figures (a-e) forming **Table 4** below. The data gathered during our 2012 survey was discussed in the previous section. However, the numbers populating the tables in **Appendix 1** are, in their raw state, of no use whatsoever to the social scientist. In order to provide meaningful metrics that could be used with consistency, transparency and flexibility, and represent a 'level playing field' across all partner authorities, a number of statistical devices have been used. These are set out in **Table A17** to demonstrate the soundness of our arithmetical approach. In summary, we have:

- Combined the baseline data and our additional site findings to produce a total number of Identified Sites (and related pitch numbers). These figures provide the foundation stone for our subsequent calculations;

- Secondly, assumed nominal site numbers (one pitch) in order to provide working figures where the survey had failed to provide data - sites within Gosport and NFNPA, and for Havant (with no Identified Sites);

- Thirdly, extrapolated the subsequent interview response rate, to generate a best estimate of what a 100% survey result would have delivered statistically. We have had rely in part on the use of a multiplier factor. For example, New Forest National Park provided a (nominal) one interview from its two pitches on Identified Sites – a response rate of 50%. In order to make meaningful comparisons and calculations, a multiplier of 2 (2 x 50% = 100%) is required to assume a complete sample.

- Fourthly, a multiplier is useful for certain sets of statistics, but in other areas, it is necessary to assess findings in each authority in proportionate balance to each other; using a *factor* calculated on a simple 10% (approximately) of the respective pitch numbers, it is possible to assign each authority a proportional weighting bases on their respective current pitch provision on Identified Sites; for example, Winchester, with 41 pitches, has a weighted factor of 4.0; Fareham, with 5 pitches, has a weighted factor of 0.5.

7.18 The assumptions and adjustments have to be used with caution, and be completely transparent. Employed together carefully, they assist greatly in providing a robust basis for dealing with the survey data. After deliberation we also though it sound, reasonable and fair to introduce two further statistical devices:

- The two public sites – at Bury Brickfields (New Forest) and Tynefield (Winchester) – are two of only four such sites (owned and managed by the County Council) – are large (with 20 and 18 pitches respectively), and, as it happens, provided a very positive response to our survey. However, as they meet the need (current and future) of travellers from across the county, it is clearly inappropriate to rely too heavily on what the survey results may mean

for the two host districts alone. To remove this skew, we have used a balanced proportional weighting; Winchester and New Forest's factors are therefore reduced from 4.0 to 2.0, and 4.5 to 2.5 respectively.

- Similarly, the large transit site at Little Testwood Farm (with a capacity of approximately 23 pitches) is the only such facility within the Consortium's area, and caters for families who may not necessarily have any interest in permanent sites within Hampshire, could also skew the data assumptions. The site is included within **Table A1-A7** for completeness, but Forest Bus was unable to secure any interviews on site, and we have believe it is appropriate to exclude these transit pitches from the Identified Sites totals in **Table A17**, and to remove these pitch numbers from New Forest's balanced proportional weighting, reducing it to 0.5.

7.19 In addition to the mechanical adjustments, we have also had to introduce a number of reasonable assumptions in anticipating what the future may bring.

- The Consortium authorities have provide a considered view on which 'non-permanent' sites – presently with temporary planning consent or without a planning permission – are (on a non-prejudicial basis) likely or not to secure planning consent by the end of March 2013 (for current need) and by the end of March 2017 (for projections of future need). It is not considered appropriate to factor in any assumed figures to the 2022 and 2027 projections;

- The figures to take account of 'new family formations' are based on reasonable working assumptions about the likelihood of young persons requiring their own accommodation as the years pass; in **Table 4** we use 33% of 20-25 year olds as a realistic assessment for new household formation (equating to demand for one pitch) in 2022 and 2027.

7.20 We should add at this point an acknowledgement of the difficulties in quantifying *specific* demand. The survey data within **Tables A3 –A17** relate to both household and pitches, although clarification is provided for each table. It is imperative to be aware of the distinction at all times, but in order to provide firm estimates of current and future need, we have had to equate the stated or assumed demand from one person (whether single or married, and with or without children) to the need for one pitch.

7.21 We also need to explain what **Table 4** *does not* include. As we noted above (paragraph 7.7) future projections are fraught with difficulty, and, given the number of assumptions and adjustments listed above, we consider it prudent to refrain from employing statistical assumptions about which we are less sure. In particular, despite Government guidance and best practice elsewhere, we have decided to omit factors for which the survey did not provide robust data. In particular:

- We have not factored in possible future demand for permanent pitches from those currently residing in bricks and mortar accommodation; although there is some evidence of dissatisfaction with current accommodation (see paragraphs 6.26 to 6.33) and/or a desire to travel, we believe this represents demand for alternative housing and/or transit site provision to meet temporary short term needs;

- We have not factored in demand for permanent pitches from those we interviewed on unauthorised encampments in June and July 2012; , for the reasons set out in paragraphs 6.20 – 6.25;

- We have not factored in 'new households expected to arrive from elsewhere' (*Gypsy and Traveller Accommodation Needs Assessment*); given the complex picture painted by the County Council's Traveller Database, this would not make for sound assumptions, although we note that the Consortium is exploring a wider perspective with similar local authority partnerships in three adjoining counties, and our recommendations allow for future flexibility here and in other aspects of the statistical projections;

- Moreover, given the evidence we collected, we believe it is reasonable also to adopt a wider assumption of 'zero net migration' between the three broad accommodation types – permanent sites, transit sites, and bricks and mortar accommodation. In other words, a household moving from a caravan on a permanent site (and thereby providing a vacant pitch) into a house, are statistically cancelled out by a housed family moving onto a site. Such movements are relatively rare, and realistic tangible demand would appear to be broadly even in each direction; and

- Finally, we do not consider it appropriate to make assumptions about the impact of mortality rates, despite the very distinctive age profiles with the surveyed communities. In reality, we acknowledge that death impacts upon the need for accommodation, but so do other family and personal matters such as relationships, ageing, disability, employment and emigration. On balance, we believe that assumptions about new household formation provide the simplest and most coherent way to absorb all these other factors and project future accommodation need. This is a strength of this assessment; we have focused on those young adults between 20 and 24 years of age (and assumed one third would need the independence of a separate pitch – see **Tables 4 b – d;** a broad assumption, but one which is culturally realistic and based upon the findings of the survey.

7.22 In conclusion, Forest Bus is proud of its achievements in undertaking a comprehensive interview-based survey, and is also confident that the statistical analysis of the findings have been handled with a high degree of care, providing a set of recommendations that are robust and can withstand detailed scrutiny. These recommendations are summarised within the final section.

Table 4(a): Gypsy and Travellers: Estimate of Current Shortfall of Permanent Pitches

Authority	Indicators of Current Need (all units are pitches)			Estimate of Current Need
	Survey Data		Baseline Data	
	Table A7 Paragraph 6.19		Paragraph 7.19	
	Identified current demand from households for additional pitch accommodation for sons and daughters		With assumed additional demand from sites that are currently (at 1/4/13) unauthorised in planning terms	Estimated number of permanent pitches required to match current notional need
	From Survey	Replace With Balanced Proportional Weighting	From Baseline Data	
		a	**b**	**a + b**
East Hants	-	**2.5**	**0.0**	**2.5**
Eastleigh	-	**2.5**	**0.0**	**2.5**
Fareham	-	**0.5**	**0.0**	**0.5**
Gosport	-	**0.0**	**1.0**	**1.0**
Havant	-	**0.0**	**0.0**	**0.0**
New Forest	3	**0.5**	**0.0**	**0.5**
NFNPA	-	**0.5**	**0.0**	**0.5**
SDNPA	2	**1.5**	**1.0**	**2.5**
Test Valley	1	**1.5**	**0.0**	**1.5**
Winchester	-	**2.0**	**1.0**	**3.0**
TOTAL	**6**	**11.5**	**3.0**	**14.5**

Table 4(b): Gypsy and Travellers: Projected Need for Permanent Pitches by 2017

Authority	Estimated Current Need (2012)	Indications of Projected Need			Estimate of Future Need		
		Survey Data					
	Table 4a Paragraph 7.4	Table A7 Paragraph 6.19				Paragraph 7.19	
	Estimated number of permanent pitches required to match current notional need	Identified future need from households anticipating additional pitch accommodation for sons and daughters (of any age) in the period up to 2017			Estimated number of permanent pitches required to match projected need by 2017 Figures rounded to whole numbers in brackets	Potential additional demand from pitches on Identified Sites that could be unauthorised (in planning terms) by 31/3/17	Total potential need for pitches by 2017 if planning consent is not granted on current unauthorised sites or on sites with temporary planning permission due to expire by 31/3/17
		Survey data, with current (2012) members of households between 16-20 years of age in brackets	Adjusted to provide figures for all authorities	Extrapolated to reflect 100% of pitches on Identified Sites			
		From Survey	Add nominal figures where no data available - using Balanced Proportional Weighting	Survey data (with nominal figures added) multiplied by extrapolation factor		From Baseline Data	
	a			**b**	**a + b**	c	a + b + c
East Hants	**2.5**	0.0 (0.0)	(2.5)	**15.0**	**17.5 (18)**	-	18
Eastleigh	**2.5**	3.0 (3.0)	3.0	**9.0**	**11.5 (12)**	3	15
Fareham	**0.5**	1.0 (0.0)	1.0	**5.0**	**5.5 (6)**	4	11
Gosport	**1.0**	0.0 (0.0)	(0.0)	**0.0**	**1.0 (1)**	-	1
Havant	**0.0**	0.0 (0.0)	(0.0)	**0.0**	**0.0 (0)**	-	0
New Forest	**0.5**	9.0 (7.0)	9.0	**9.0**	**9.5 (10)**	-	10
NFNPA	**0.5**	0.0 (0.0)	0.5	**1.0**	**1.5 (2)**	2	4
SDNPA	**2.5**	1.0 (3.0)	1.0	**2.5**	**5.0 (5)**	7	12
Test Valley	**1.5**	1.0 (3.0)	1.0	**2.5**	**4.0 (4)**	-	4
Winchester	**3.0**	3.0 (5.0)	3.0	**9.0**	**12.0 (12)**	10	22
TOTAL	**14.5**	**17.0 (11.0)**	**21.0**	**53.0**	**66.5 (70)**	**26.0**	**97**

Table 4(c): Gypsy and Travellers: Projected Need for Permanent Pitches by 2022

Authority	Estimated Need (2017)	Indications of Projected Need				Estimate of Future Need
		Survey and Assumed Data				
	Table 4b Paragraph 7.13	Table A6 Paragraph 6.18				
	Estimated number of permanent pitches required to match need by 2017	Anticipated future need from current children for new pitches by 2022				
		Number of children (2012)			Pitches	Estimated total number of permanent pitches required to match projected need by 2022
		Current (2012) members of households between 11-15 years of age	Adjusted to provide figures for all authorities	Extrapolated to reflect 100% of pitches on Identified Sites		
		From Survey	Add nominal figures where no data available - using Balanced Proportional Weighting	Survey data (with nominal figures added multiplied by extrapolation factor Figures rounded up to nearest 0.5	Assume 33% of 20-24 year olds (2022) would require new pitch Figures rounded to whole numbers in brackets	
	a				**b**	**a + b**
East Hants	**18**	1	1.0	6.0	**2.0 (2)**	**20**
Eastleigh	**12**	3	3.0	9.0	**3.0 (3)**	**15**
Fareham	**6**		(0.5)	2.5	**0.8 (1)**	**7**
Gosport	**1**		(0.5)	1.0	**0.3 (0)**	**1**
Havant	**0**		(0.0)	0.0	**0.0 (0)**	**0**
New Forest	**10**	6	6.0	6.0	**2.0 (2)**	**12**
NFNPA	**2**		(0.0)	0.0	**0.0 (0)**	**2**
SDNPA	**5**		(1.5)	4.0	**1.3 (1)**	**6**
Test Valley	**4**	3	3.0	7.5	**2.5 (3)**	**7**
Winchester	**12**	7	7.0	21.0	**7.0 (7)**	**19**
TOTAL	**70**	**20**	**22.5**	**57.0**	**18.9 (19)**	**89**

Table 4(d): Gypsy and Travellers: Projected Need for Permanent Pitches by 2027

Authority	Estimated Need (2022)	Indications of Projected Need				Estimate of Future Need
		Survey and Assumed Data				
	Table 4c Paragraph 7.13	Table A6 Paragraph 6.18				
	Estimated number of permanent pitches required to match need by 2022	Anticipated future need from current children for new pitches by 2027				
		Number of children (2012)			Pitches	Estimated total number of permanent pitches required to match projected need by 2027 Figures rounded up in brackets
		Current (2012) members of households between 5-10 years of age	Adjusted to provide figures for all authorities	Extrapolated to reflect 100% of pitches on Identified Sites		
		From Survey	Add nominal figures where no data available - using Balanced Proportional Weighting	Survey data (with nominal figures added multiplied by extrapolation factor Figures rounded up to nearest 0.5	Assume 33% of 19 -24 year olds (2027) would require new pitch Figures rounded to whole numbers in brackets	
	a				**b**	**a + b**
East Hants	**20**	1	1.0	6.0	**2.0 (2.0)**	**22**
Eastleigh	**15**	6	6.0	18.0	**6.0 (6.0)**	**21**
Fareham	**7**		(0.5)	2.5	**0.8 (1.0)**	**8**
Gosport	**1**		(0.0)	0.0	**0.0 (0.0)**	**1**
Havant	**0**		(0.0)	0.0	**0.0 (0.0)**	**0**
New Forest	**12**	1	1.0	1.0	**0.3 (0.0)**	**12**
NFNPA	**2**		(0.0)	0.0	**0.0 (0.0)**	**2**
SDNPA	**6**	6	6.0	15.0	**0.5 (1.0)**	**7**
Test Valley	**7**	3	3.0	7.5	**2.5 (3.0)**	**10**
Winchester	**19**	7	7.0	21.0	**7.0 (7.0)**	**26**
TOTAL	**89**	**24**	**24.5**	**71**	**19.1 (20.0)**	**109**

8.0 THE ASSESSMENT: CONCLUSIONS

Introduction

8.1 As we have described in previous sections, Forest Bus contends that this assessment has a number of major strengths:

- It represents best practice in partnership and cross-boundary collaboration;
- It has been driven by a focus on the requirements of national planning policy;
- It has been undertaken by independent specialists with a sound knowledge of traveller communities within Hampshire;
- It is based on a comprehensive interview-based survey; and
- It has employed a methodology and statistical analysis that is simple, coherent, equitable, transparent and robust.

8.2 We are pleased to present the eleven Consortium authorities with this report that succinctly captures this context and provides the findings in a clear format within **Appendix 1**.

8.3 Our formal recommendations are set out in the following section for ease of reference. These are based upon the findings explored in **Section 6** and the adopted methodology explained in **Section 7**.

8.4 The aims and objectives of the study were also set out in earlier sections. These have been met by the conclusions of our assessment, as summarised below.

Gypsy and Travellers: Permanent Pitch Provision

8.5 The assessment of the need for future additional pitch provision in each of the authority areas has been developed on a methodical step-by-step basis. The raw data collected from the survey has been summarised in **Tables A1** and **A3-A15**, and used as the critical input into a series of calculations illustrated within **Tables 4 (a-d)**. Our emphasis has been on establishing the circumstances and future needs of real people, but numerous assumptions and statistical adjustments have been necessary to ensure the projected figures are as realistic and robust as possible. The numbers generated by this approach have been collated into **Table 1**, which provides a key part of the recommendations set out in **Section 9**.

Gypsy and Travellers: Transit Site Provision

8.6 It is altogether more difficult to calculate the need for additional transit provision. It is clear from our survey, where we interviewed groups of travellers on several unauthorised sites, that this is a significant issue – for the individuals, the Consortium authorities and other agencies alike. Hampshire County Council's Traveller Database provides a yet more comprehensive overview of which family (or collective group of families) is travelling and stopping across the county throughout the calendar year.

8.7 Almost by definition, however, assessing the location and quantum of accommodation demand of disparate nomadic groups is a challenging task. *Need* and *demand* are at greater variance than they are in relation to permanent sites, and transitory travellers may not, in the short-term or longer term, wish to use facilities provided in any one location for a myriad of reasons. Nonetheless, national planning policy requires the need to be quantified, and we set out below the basis for our recommendation.

8.8 We conducted interviews on unauthorised encampments in both Havant and Winchester, but even with our regular contact with the County Council's Gypsy Liaison Officer, we were unable to meet with other groups who came and went across the study area, often for fleeting visits, during the summer of 2012. The County Council's data provides useful context; the number of recorded sites (occupied by varied numbers of families, vehicles and caravans, and for varied lengths of stay) during the whole of 2012 demonstrates the scale of the issue. An allowance must be made for double or even triple-counting (as families move from one district to another), but the total number of camps was as follows: Winchester (40 sites/126 caravans); Test Valley (20/67); Fareham (10/71); Eastleigh (8/39); New Forest (8/65); Havant (6/49); East Hampshire (6/15) and Gosport (2/15). (The figures for Winchester, East Hampshire, and New Forest include the areas within the respective National Parks).

8.9 The County Council's figures also illustrate the significant seasonal variations in the movement of traveller families. The highest count of camps in 2012 was in June (36 sites, with 211 caravans), and the lowest in December (6 sites, with 8 caravans).

8.10 From a pan-Hampshire perspective (as elsewhere), there are clearly many significant spatial factors that influence movement and the location of encampments, including: the size of each authority area, and its juxtaposition in relation to its neighbours, the motorway and primary highway network, and the coast; the urban/rural/urban fringe characteristics of each authority area (including the actual or perceived availability of public land and the attitude of the settled community, the local authority and the police); and the location of seasonal attractions such as fairs and employment opportunities. As we have already noted, there is only one recognised transit site within the study area (the privately owned Little Testwood Farm in New Forest), and Forest Bus were unable to secure any interviews on this site last summer to verify how all these factors may combine together in generating need/demand for further such provision.

8.11 Against this background, Forest Bus has to conclude that there is a real and significant *demand* for the provision of additional transit provision across the study area. As noted above, specifying location and exact quantum is fraught with difficulty, and, in any case, optimum provision is probably provided on a collaborative basis by neighbouring authorities working in partnership, in the same collective way that has made this project so successful. Our approach is therefore based on (a) flexibility on location, by recommending targets for two geographical 'clusters' of authorities, and (b) flexibility on quantum, by recommending targets that match the broad need identified by Hampshire County Council.

8.12 In terms of quantum, it seems reasonable to provide for *notional* target figures for transit pitch provision based on 10% of the caravans counted on the camps monitored by the County Council in 2012. A higher figure would not, in our view, properly reflect (a) the seasonal nature of the travel, (b) the risk of 'double-counting' travelling families across two or more authority boundaries, or (c) the likelihood of new formal provision being used by the travelling community.

8.13 It should also be borne in mind that sites for short stays (days or weeks rather than months) or for 'emergency' or overnight sites may not be physically demarcated into formal 'pitches', and the capacity is therefore an estimated figure. Nonetheless, for this purpose, we can assume that one caravan equates to one pitch. The target figure is less susceptible to changes in household age structure or other factors that generated the projections for permanent sites, as the factors that influence travel patterns (seasonal, location and length of stay) are varied and a highly unpredictable mix of cultural, economic, social and legal factors. These will change over time, and

we would suggest that our recommended target figures should relate to the reality of current development plan preparation (and anticipated need to 2017), but also apply to the longer time frame as for permanent sites (2027), unless (as both highly recommended and likely) further more detailed studies are undertaken during the intervening years.

8.14 Adopting the above approach, a notional 10% figure would (based on the figures set out in paragraph 8.8) equate to a transit pitch requirement for certain authorities as follows: Winchester (13 pitches), Test Valley, New Forest and Fareham (7 each), Havant (5), Eastleigh (4), and East Hampshire and Gosport (2 each). However, these are not the figures that Forest Bus would feel justified in recommending to the Consortium authorities. Instead, we feel that the very nature of traveller movement in, through, and out of authorities (or even counties) produces what is effectively a random pattern that requires a more pragmatic approach.

8.15 We therefore recommend that the authorities collectively adopt a collaborative strategy that recognises the influence of distinct highway corridors and broad geographical 'catchment areas' rather than formal local authority boundaries. We suggest that transit site provision is considered jointly in relation to a 'Western' grouping of Eastleigh/ Test Valley/ New Forest with a notional target of approximately 18 pitches, and for an 'Eastern' one of Fareham/ Winchester/ Gosport/ Havant/ East Hampshire with a notional target of approximately 29 pitches.

8.16 Such a scenario would provide for provision to be based on a broad east/west split across Hampshire, and reflects in part the influence of the M27 and M3 corridors in particular. Advising any further in respect of locational considerations is beyond the remit of Forest Bus and this commission, but it should be noted that both sets of authorities will need to work alongside their respective National Park Authorities.

8.17 We would also recommend strongly that any further collaborative work to identify and provide the specific need in these 'East' and 'West' areas is extended to engage with all the other Hampshire authorities (including Portsmouth and Southampton) and with neighbouring district and county councils.

Gypsy and Travellers: Bricks and Mortar Accommodation

8.18 The distinctive characteristics of that element of the Gypsy and Traveller community that reside in housing in and around the New Forest National Park are well known to Forest Bus. The survey work we conducted last summer as part of this project has brought into focus some of the concerns and needs of this group, many of whom, despite being well established in this area over many decades, retain the mores and aspirations of their traditional Traveller heritage.

8.19 However, whilst the Government has (previously at least, in *Gypsy and Traveller Accommodation Assessments*) recognised the impact that household movement in and out of housing has on the demand for permanent site pitches, we do not feel that our survey sample provides a sufficiently robust evidence base for it to influence our projections set out in **Table 4**. We therefore have assumed 'zero net migration' between those travellers currently on permanent sites, in houses and flats, or in a transitory encampment.

8.20 As a consequence, we are not able either, to make any formal recommendation in respect of the existing bricks and mortar stock, particularly that in local authority control, other than advise each authority to give serious consideration to a comprehensive review by the local housing authority of traveller-related issues (tenure, management, location, parking and storage space, and so on).

Travelling Showpeople: Site Provision

8.21 Forest Bus recognise that the authorities are required by national planning policy to set plot targets for Travelling Showpeople. However, as with transit sites, there are difficulties in translating the findings of our survey, and extrapolating the data in the same way as we have done to project need for permanent pitches. We set out in **Section 6** some of the reasons why establishing need or demand for additional accommodation is far harder than when dealing with permanent sites for Gypsies and Travellers. Such difficulties were explored in the previous research in this field; the *Travelling Showpeople Accommodation Assessment* (2008), commissioned on behalf of authorities in Hampshire and neighbouring authorities.

8.22 We are not convinced by the methodology or the findings of the 2008 Assessment. In its 'Detailed Accommodation Assessment Model' the calculation of future demand is generated on factors such as perceptions of over-crowding and living conditions measured against habitation (Decent Homes) standards, and the application of a standard compound 3% family formation rate. This produced a total need of 111 'accommodation units' by 2011, against a 2007 baseline figure of 174 units; an increase in provision of 64% in just five years. Moreover, the report concluded that it was not possible to project figures beyond this five year timeframe, and nor did it attempt to make a recommendation on the distribution of the required units.

8.23 However, as national planning policy requires the accommodation needs of Travelling Showpeople to be quantified, we need to set out our recommended approach to the Consortium authorities. Again, as with transit sites, we can conclude that there is a clear *demand* for new and/or enlarged or improved sites. **Table 16** illustrates the level of disquiet amongst our sample population; 57% of respondents felt that their site space is inadequate, and 37% would want to move within the next five years. A remarkable 34% stated that they *need* to move within that time period (although admittedly far fewer actually expect to move).

8.24 These are noteworthy figures, and should inform our approach. Again, however, a high degree of caution is necessary; if families (or groups of families) were able to move to larger or more suitable sites, the vacated sites or yards would, in some instances at least, be occupied by other households (either already in-situ or moving from elsewhere, possibly even from beyond the study area). On balance, Forest Bus believe that the survey data and the circumstances limiting families in finding suitable new accommodation (as set out in paragraph 6.37) can only support the modest contention that the today's site *capacity* is *inadequate* to meet current housing and operational needs by approximately one third (33%).

8.25 This current 'need' can, therefore, provide the basis for what additional site accommodation should be provided within five years (2017). Future projections beyond this period cannot be considered statistically reliable, and the Consortium authorities would either need to seek fresh evidence and/or rely on development plan criteria-based policies (to both guide land supply allocations and provide a basis for decisions in case applications come forward).

8.26 Our survey results do not assist with considerations of the distribution of new plot capacity, other than identifying where certain families or individuals had specific concerns about their attempts to secure land and/or planning permission. We can only recommend, therefore, an approach based on a pro-rata distribution of provision across the study area, in proportion to where existing sites are located. A further difficulty is caused by the variation in the size and capacity (both in terms of living accommodation and storage space) of the traditional 'yards', and the plots into which they are divided. Target figures should relate to plots, so we have to make the

broad assumption that the need of a household (whether a new or moving family, or a newly independent individual) equates to the need for a plot.

8.27 Adopting the above approach, a need to increase plot provision by 33% by 2017 would (set against the Baseline Data in **Table 3**) require approximately 9 additional plots in Winchester, 6 in East Hampshire, 4 in both the New Forest National Park and Test Valley, and 1 in both the South Downs National Park and the New Forest; a total of 25 plots. In our view, no additional provision is required in Eastleigh, Fareham, Gosport or Havant.

8.28 We acknowledge, however, that these are only estimated figures (as opposed to detailed projections), and planning considerations for these relatively complex land-uses (with the storage of large vehicles and equipment) are very site-specific. Our recommendation, therefore, can only be that the Consortium authorities, in setting and adopting plot targets, follow the same collaborative strategy that we recommend for transit site provision. This would most sensibly be done on the same east-west division, and again look to engage neighbouring authorities where necessary. If the east/west split is pursued, it is useful to note that targets (based on our estimated figures) would be in the region of 16 and 9 plots respectively.

8.29 Finally, although these 'cluster' figures are estimates, we would advise each authority to review the planning status of each site within the baseline data, as this will impact upon the above (33%) assumption and subsequent figures. The position in Winchester, for example, is particularly complex. Notwithstanding the outstanding uncertainty over the planning status of one large site (nine plots) which will impact on the respective data for Travelling Showpeople and Gypsy and Travellers (as discussed at paragraph 6.5), there are a number of sites that are currently (as at March 2013) either unauthorised or subject to temporary planning consent. Together these represent 11 out of the district's current 28 plots; if these were deducted from the provision, then 33% of the remaining 17 would equate to a notional demand for 6 rather than 9 plots.

9.0 RECOMMENDATIONS

Introduction

9.1 Forest Bus commends the findings of its *Traveller Assessment 2013* to the client Consortium authorities as they seek to comply with national policy guidance in respect of plan-making and decision-taking, and would recommend that each of the authorities:

I. Acknowledge the existing level of local provision, and the current and future need for additional accommodation, in respect of permanent pitches for Gypsies and Travellers, as set out in Table 1;

II. Adopt locally-set targets in respect of permanent pitches for Gypsies and Travellers based on the respective totals set out in Table 1;

Table 1: Gypsies and Travellers: Permanent Site Accommodation: Current and Projected Need for Additional Pitches

Authority	Current provision on Identified Sites (April 2013)	Estimate of current notional need for additional pitches	Estimate of projected future need for pitches in addition to the current (April 2013) provision on Identified Sites (including current notional need)		
			Total by 2017	Total by 2022	by 2027
	See Table A17	*Table 4(a)*	*Table 4b*	*Table 4c*	*Table 4d*
	Number of pitches		Number of pitches (cumulative)		
East Hampshire	26	2.5	18	20	22
Eastleigh	24	2.5	12	15	21
Fareham	5	1.5	6	7	8
Gosport	1	1.0	1	1	1
Havant	0	0.0	0	0	0
New Forest	45	0.5	10	12	12
NFNPA	2	0.5	2	2	2
SDNPA	13	2.5	5	6	7
Test Valley	13	1.5	4	7	10
Winchester	41	3.0	12	19	26
Total	**169**	**15.5**	**70**	**89**	**109**

III. Adopt targets in respect of transit sites for Gypsies and Travellers that reflect an estimated potential need across the study area of 47 pitches up to 2027, but one that should be met wherever possible, by 2017. These targets, and the optimum means of delivery through the planning process, should be agreed on a collaborative basis (in conjunction with neighbouring authorities in Hampshire and beyond), and be based on the identified need for sites both in the west and east of Hampshire (as defined at paragraph 8.15), with a notional capacity of approximately 18 and 29 pitches respectively; and

IV. Adopt targets in respect of plots for Travelling Showpeople that reflect an estimated potential current need across the study area of 25 plots, to be met by 2017 or as soon as possible thereafter. These targets, and the optimum means of

delivery through the planning process, should be agreed on a collaborative basis (in conjunction with neighbouring authorities in Hampshire), and be based on the identified need for sites both in the west and east of Hampshire, with a notional capacity of approximately 9 and 16 pitches respectively.

TRAVELLERS ACCOMMODATION ASSESSMENT

for HAMPSHIRE 2013

APPENDICES

Table A1: Survey Response Rate: Gypsies and Travellers

Authority	Baseline Data			Forest Bus Survey Responses												
				(A) Baseline Sites					(B) Other Private Sites			(C) Unauthorised Encampments			(D) Bricks & Mortar	Total interviews
	S	P	U	S	H	I	Hit Rate - sites	Response Rate - interviews	S	H	I	S	H	I	I	
East Hants	9	23	23				0%	0%	2	2	2					2
Eastleigh	14	23	23	7	7	7	50%	30%	1	1	1					8
Fareham	3	5	5	1	1	1	33%	20%							1	2
Gosport	1	1	3				0%	0%								0
Havant							0%	0%				1	3	3		3
New Forest	3	45	46	1	16	18	33%	39%							40	58
NFNPA	2	2	3				0%	0%							11	11
SDNPA	5	13	17	2	5	5	40%	29%								5
Test Valley	9	9	11	4	4	4	44%	36%	1	4	1					5
Winchester	16	41	59	6	13	13	38%	22%				3	12	14	2	29
TOTAL	**62**	**162**	**190**	**21**	**46**	**48**	**34%**	**30%**	**4**	**7**	**4**	**4**	**15**	**17**	**54**	**123**

Notes: S –Sites; P – Pitches; U – Units; H – Households; I – interviews

The Hit Rate is the proportion of Baseline Sites where interviews were completed

The Response Rate is the proportion of pitches where interviews were completed

Other Private Sites were sites of a permanent or temporary nature where Forest Bus conducted interviews with residing travellers

Unauthorised encampments were transitory locations, usually on public land, where Forest Bus conducted interviews with travellers

Bricks and Mortar interviews were completed with residing travellers in individual houses or flats

Table A2: Survey Response Rate: Travelling Showpeople

Authority	Baseline Data			Forest Bus Survey Responses				
				Baseline Sites				
	Sites	Plots	Units	Sites	Households	Interviews	Hit Rate - sites	Response Rate - households
East Hants	4	20	n/a	1	2	6	25%	30%
Eastleigh	1	2	2	0	0	0	0%	0%
Fareham	No sites identified			n/a				
Gosport								
Havant								
New Forest	2	4	n/a	2	3	3	100%	100%
NFNPA	1	12	12	1	6	6	100%	50%
SDNPA	1	3	9	1	1	1	100%	33%
Test Valley	6	12	n/a	2	6	6	33%	50%
Winchester	10	28	82	3	12	12	30%	43%
TOTAL	**25**	**81**	**n/a**	**10**	**30**	**34**	**40%**	**42%**

Table A3: Gypsy and Traveller Identified Sites: Household Ethnicity

	East Hants	Eastleigh	Fareham	New Forest	SDNPA	Test Valley	W'chester	TOTAL	Proportion of total
Number of interviewees	**2**	**8**	**1**	**18**	**5**	**5**	**13**	**52**	**100%**
Traditional Travellers	**2**	**7**	**1**	**16**	**5**	**5**	**13**	**49**	**94%**
Romany	1	3		5	4	3	7	23	
English Gypsy		2		10		1	3	15	
English Travellers	1	3	1	1	1	1	3	11	
New Age Traveller		**1**		**2**				**3**	**6%**

Note: Units are households

Table A4: Gypsy and Traveller Identified Sites: Key Indications of Stability

	East Hants	Eastleigh	Fareham	New Forest	SDNPA	Test Valley	W'chester	TOTAL
Number of interviewees	**2**	**8**	**1**	**18**	**5**	**5**	**13**	**52**
Site is permanent for foreseeable future	2	6	1	12	5	4	8	**38**
%	100%	75%	100%	67%	100%	80%	62%	**73%**
No current plans to move	2	5	1	14	5	4	10	**41**
%	100%	63%	100%	78%	100%	80%	77%	**79%**
Do not expect to move within next 5 years	1	7	1	8	5	4	12	**39**
%	50%	88%	100%	44%	100%	80%	92%	**75%**
Household to stay together for next 5 years	2	8	1	14	4	4	13	**46**
%	100%	100%	100%	78%	80%	80%	100%	**88%**

Note: Units are households

Table A5: Gypsy and Traveller Identified Sites: Waiting List Figures

	East Hants	Eastleigh	Fareham	New Forest	SDNPA	Test Valley	Winchester	TOTAL
Number of interviewees	**2**	**8**	**1**	**18**	**5**	**5**	**13**	**52**
Site waiting list				1				**1**
Housing waiting list				5				**5**
TOTAL				**6**				**6**

Note: Units are households

Table A6: Gypsy and Traveller Identified Sites: Household Age Structure

Age Group (years)	East Hants	Eastleigh	Fareham	New F	SDNPA	Test Valley	W'chester	TOTAL	Proportion of total
Number of Interviewees	**2**	**8**	**1**	**18**	**5**	**5**	**13**	**52**	
Under 5	2	4		2	6	1	10	25	14%
5 -10	1	6		1	6	3	7	24	13%
11-15	1	3		6		3	7	20	11%
16-20		3		7	3	3	5	21	12%
21-30	3	6		2	6	1	8	26	14%
31-60	4	10	1	15	6	10	10	56	31%
Over 60		3		6				9	5%
TOTAL	**11**	**35**	**1**	**39**	**27**	**21**	**47**	**181**	**100%**

Note: Units are individuals

Table A7: Gypsy and Traveller Identified Sites: Specified Requirements for Pitches for Sons & Daughters

	East Hants	Eastleigh	Fareham	New F	SDNPA	Test Valley	Winchester	TOTAL
Number of interviewees	**2**	**8**	**1**	**18**	**5**	**5**	**13**	**52**
Current Need				3	2	1		6
Need within 5 years		3		9	1	1	3	17
TOTAL		3		12	3	2	3	23

Note: Units are indviduals

Table A8: Gypsy and Traveller Unauthorised Encampments: Household Ethnicity

	Havant	Winchester	TOTAL	Proportion of total
Number of interviewees	**3**	**14**	**17**	100%
Not Specified		9	9	53%
Traditional Travellers	3	5	8	47%
Romany		1	1	
English Gypsy		2	2	
English Traveller				
Irish	3	2	5	
Not Specified				
New Age Traveller				0%

Note: Units are households

Table A9: Gypsy and Traveller Unauthorised Encampments: Indications of Stability

		Havant	Winchester	TOTALS
Number of interviewees		**3**	**14**	**17**
Temporary (or emergency) stopping point only	Total	3	5	**8**
	%	100%	36%	**47%**
Public land or illegal site	Total	3	14	**17**
	%	100%	100%	**100%**
Nomadic Household	Total	3	14	**17**
	%	100%	100%	**100%**
Current plans to move on within next 3 months	Total	3	14	**17**
	%	100%	100%	**100%**

Note: Units are households

Table A10: Gypsy and Travellers Unauthorised Encampments: Household Age Structure

Age Group (years)	Havant	Winchester	TOTAL	Proportion of total
Under 10	9	6	15	30%
11-15	1	5	6	12%
16-20	0	2	2	4%
21-30	5	2	7	14%
31-60	1	18	19	38%
Over 60	0	1	1	2%
TOTAL	**16**	**34**	**50**	**100%**

Note: Units are Individuals

Table A11: Bricks and Mortar Accommodation: Household Ethnicity

	Fareham	New Forest	NFNPA	Winchester	TOTAL	Proportion of total
Number of interviewees	**1**	**40**	**11**	**3**	**54**	**100%**
Traditional Travellers	1	40	11	2	54	**100%**
Romany	1	25	7		33	
English Gypsy		7	2	1	10	
English Traveller		7	1	1	9	
Irish						
Other		1	1		2	
New Age Traveller						**0%**

Note: Units are households

Table A12: Bricks and Mortar Households: Key Indications of Stability

		Fareham	New Forest	NFNPA	Winchester	TOTAL
Number of interviewees		**2**	**40**	**11**	**3**	**54**
Accommodation is permanent for foreseeable future	Total	0	29	8	0	**37**
	%	0%	73%	73%	0%	**69%**
Do not expect to move within next 5 years	Total		20	6		**26**
	%		50%	55%		**48%**
Household to stay together for next 5 years	Total	1	27	7	2	**34**
	%	50%	68%	64%	67%	**63%**

Note: Units are households

Table A13: Bricks and Mortar Accommodation: Waiting List Figures

	Fareham	New Forest	NFNPA	Winchester	TOTAL
Number of interviewees	**2**	**40**	**11**	**3**	**54**
Site waiting list					
Housing waiting list		1			**1**
TOTAL		1			**1**

Note: Units are households

Table A14: Bricks and Mortar Accommodation: Household Age Structure

Age Group (years)	Fareham	New Forest	NFNPA	Winchester	TOTAL	Proportion of total
Under 10	3	24	15	3	45	22%
11-15	0	23	4	3	30	15%
16-20	1	18	5	0	24	12%
21-30	1	20	9	0	30	15%
31-60	1	50	13	4	68	33%
Over 60	0	3	4	0	7	3%
TOTALS	**6**	**138**	**50**	**10**	**204**	**100%**

Note: Units are individuals

Table A15: Bricks and Mortar Accommodation: Specified requirements for Pitches

	Fareham	New Forest	NFNPA	Winchester	TOTAL
Number of interviewees	**2**	**40**	**11**	**2**	**53**
Need within 5 years		1	4		**5**

Note: Units are individuals

Table A16: Travelling Showpeople: Indications of Site Need

Authority		**East Hants**	**New Forest**	**NFNPA**	**Test Valley**	**Winchester**	**Total**
Number of responses		3	7	6	6	13	**35**
Is the site space adequate for your needs?	Yes	0	1	-	4	10	**15**
	No	3	6	6	2	3	**20**
	Don't know	-	-	-	-	-	**-**
							(35)
Do you expect your household to remain together over the next five years?	Yes	2	5	4	5	10	**26**
	No	1	1	2	1	-	**5**
	Don't know	-	1	-	-	3	**4**
							(35)
Do you have any plans to move soon?	Yes	2	-	1	1	1	**5**
	No	1	6	4	5	12	**28**
	Don't know	-	1	1	-	-	**2**
							(35)
In the next five years, do you want to move?	Yes	2	4	2	1	4	**13**
	No	1	3	3	5	8	**20**
	Don't know	-	-	1	-	1	**2**
							(35)
In the next five years, do you need to move?	Yes	2	4	2	1	3	**12**
	No	1	2	2	5	8	**18**
	Don't know	-	1	2	-	2	**5**
							(35)
In the next five years, do you expect to move?	Yes	2	1	2	1	2	**8**
	No	-	5	2	5	5	**17**
	Don't know	1	1	2	-	6	**10**
							(35)

Note: Units are households

Table A17 – Gypsies and Travellers: Data Adjustments and Assumptions

Authority	Sites			Interviews		Data Adjustments			
	Baseline Data	**Survey Data**	**Assumed Data**	**Survey Data**	**Assumed Data**	**Response Rate**	**Multiplier**	**Proportional Weighting**	**Balanced Proportional Weighting**
	Total pitches on (A) Baseline Sites Excluding the large transit site in New Forest	Total pitches on (B) Private Sites visited by Forest Bus	Total number of pitches on Identified Sites (A + B) **(a)**	Total number of interviews conducted on pitches on Identified sites	Total number of interviews conducted on pitches on Identified sites with assumed nominal numbers for Gosport, Havant, & NFNPA **(b)**	Completed Interviews as a proportion of identified pitches (as adjusted) **(b/a) %**	Multiplying factor required for actual response rate to match 100% of pitches on Identified Sites (rounded figures	Factor representing each authority in proportionate ratio - based on approximate 10% of total pitches on Identified Sites (to nearest 0.5 pitch)	Factor representing each authority in proportionate ratio excluding the pitches on the shared Hampshire facilities: (a) two public sites within Winchester and New Forest
East Hants	23	2	25	4	4	15%	**x6**	**2.5**	**2.5**
Eastleigh	23	1	24	8	8	33%	**x3**	**2.5**	**2.5**
Fareham	5		5	1	1	20%	**x5**	**0.5**	**0.5**
Gosport	1		1	0	1	100%	**x1**	**0.0**	**0.0**
Havant	0		0	0	1	100%	**x1**	**0.0**	**0.0**
New Forest	22		22	18	18	82%	**x1.0**	**2.5**	**0.5**
NFNPA	2		2	0	1	50%	**x2**	**0.0**	**0.0**
SDNPA	13		13	5	5	38%	**x2.5**	**1.5**	**1.5**
Test Valley	9	4	13	5	5	38%	**x2.5**	**1.5**	**1.5**
Winchester	41		41	13	13	32%	**x3**	**4.0**	**2.0**
Total	**162**	**7**	**169**	**54**	**57**	**26%**	**n/a**	**n/a**	**n/a**

APPENDIX 2

FOREST BUS 2012 SURVEY: QUESTIONNAIRES

Gypsies and Traveller Sites

Interview Information

Interviewer		Date	
Accompanied by			

Site Address			
Grid Ref.		Parish	

House/flat		Static caravan or mobile home		Touring caravan		Other	
Notes:							

Interviewee		Name			
Male		Female		Contact number	
Notes:					

Statement to be read to the respondent:

Councils across Hampshire are carrying out a joint survey to help us work out how many sites will be needed for gypsies and travellers over the next 5 years and beyond (10 years or more). To do this we would like you to answer some questions about your family, where you live and how often you travel, and the answers will help us to make sure we plan for the future of the gypsy and traveller community as well as the settled community.

All the information that you give is covered by the terms of the Data Protection Act. It is confidential and will only be used for the purposes of research into the accommodation needs of the gypsies and travellers in Hampshire. The questionnaire will be held safely and will not be passed onto anyone else.

Check with respondent that the family/household has not responded previously to the questionnaire.

Questionnaire

Section 1 The Interviewee

1. Please tell me about yourself. Are you:

Living here on your own or with your own family	
Temporarily staying with family or friends (more than three nights)	
Just visiting friends or family (less than three nights)	
Notes:	

Type of Accommodation

2. What is the type of accommodation ?

For respondents in 'bricks and mortar' housing	
Private rented	
Social rent (Local Authority)	
Social rent (Housing Association or other social landlords)	
Temporary / Homeless accommodation	
Owner occupied	
For respondents in a static caravan or mobile home	
Serviced site (Local Authority owned)	
Serviced site (privately owned)	
Own land (with planning permission)	
Own land (without planning permission)	
Don't know status of land	

For respondents in a touring caravan	
Serviced site (Local Authority owned)	
Serviced site (privately owned)	
Own land (with planning permission)	
Own land (without planning permission)	
Public land	
Don't know status of land	
Other	
Notes:	

3) How long have you – and the family - lived here ?

Less than a week		1-4 weeks		1-6 months	
7-12 months		1-5 years		More than 5 years	
Notes:					

4) Do you regard:

(a) this site (location) as:

Your permanent home for the foreseeable future	
Your main home for the present	
Your seasonal home	
A temporary stopping point only	
An emergency ''stop-gap' only	
Notes:	

(b) this accommodation (caravan, house, etc) as:

Your permanent home for the foreseeable future	
Your main home for the present	
Your seasonal home	
A temporary stopping point only	
An emergency ''stop-gap' only	
Notes:	

Section 2 The Household

5) Including yourself, how many people normally live here as part of the 'household' ?

6a) How would you describe the household/family ?

Traditional (ethnic) Travellers	
'New Age' (non-ethnic) Travellers	
Other	
Notes:	

6b) If traditional travellers, what is the ethnicity of the household/family ?

Romany	
English Gypsy	
English Traveller	
Irish	
Other (specify)	
Notes:	

7) Does all or most of the household belong to one family group or more ?

One family		Two families		Three or more families	
Notes:					

8) How many of the household are male/ female?

Male		Female	

9) How old are the people in this household ?

Under 5		5-10		11-15		16-20	
21-30		31-40		41-60		Over 60	
Notes:							

10) How would you best describe the household ?

Nomadic		Semi-nomadic		Settled	
Notes:					

11) If you travel, how many times do you travel in an average year ?

Once		Twice		Three times	
Four times		Five or more		Always travelling	
Notes:					

Section 3 Previous Accommodation

12) Has this household lived together elsewhere ?

Yes		No	
Notes:			

If not, go to Section 4.

13) If so, where did you live last ?

14) What type of accommodation were you in ?

In 'bricks and mortar' housing	
Private rented	
Social rent (Local Authority)	
Social rent (Housing Association or other social landlord)	
Temporary / Homeless accommodation	
Owner occupied	
In a static caravan or mobile home	
Serviced site (Local Authority owned)	
Serviced site (privately owned)	
Own land (with planning permission)	
Own land (without planning permission)	
In a touring caravan	
Serviced site (Local Authority owned)	
Serviced site (privately owned)	
Own land (with planning permission)	
Own land (without planning permission)	
Public land	
Other	
Notes:	

15) How long did you live there ?

Less than a week		1-4 weeks		1-6 months	
6-12 months		1-5 years		More than 5 years	
Notes:					

16) What were the main reasons in your decision to move?
(select more than one if appropriate).

Family reasons		Relationship with settled community	

Need/ desire to travel		Unsuitable location	
Offered other accommodation		Unsuitable living conditions	
Employment		Refused planning permission	
Education facilities		Moved on through planning or land-owner enforcement	
Health facilities			
Other (specify)			
Notes:			

Section 4 The Future

17) (a) Do you expect all or most of your household to remain living together over the next five years ?

Yes		No		Don't know	
Notes:					

(b) If no, what may be the main reasons for change ?

18) Does the household currently have any plans to move soon ?

This month		Next three months		Later this year	
Notes:					

If not, go to Question 22.

19) If so, where are you planning to move to ?

20) What would be the main reason(s) for this move ?
(select more than one if appropriate).

Family reasons		Relationship with settled community	
Need/ desire to travel		Unsuitable location	
Offered other accommodation		Unsuitable living conditions	
Employment		Refusal of planning permission	
Education facilities		Moved on through planning or land-owner enforcement	
Health facilities			
Other (specify)			
Notes:			

21) And to what accommodation ?

In 'bricks and mortar' housing	
Private rented	
Social rent (Local Authority)	
Social rent (Housing Association or other social landlord)	
Temporary / Homeless accommodation	
Owner occupied	
In a static caravan or mobile home	
Serviced site (Local Authority owned)	
Serviced site (privately owned)	
Own land (with planning permission)	
Own land (without planning permission)	
In a touring caravan	
Serviced site (Local Authority owned)	
Serviced site (privately owned)	
Own land (with planning permission)	
Own land (without planning permission)	
Public land	
Other	
Notes:	

22) If you have no current plans, in the next 5 years, does the household:

(a) want to move ?

Yes		No	

(b) need to move ?

Yes		No	

(c) expect to move ?

Yes		No	

24) If you want, need or expect to move, what would be the main reason(s) ?
(select more than one if appropriate).

Family reasons		Relationship with settled community	
Need/ desire to travel		Unsuitable location	
Offered other accommodation		Unsuitable living conditions	
Employment		Refusal of planning permission	
Education facilities		Other	
Health facilities			
Notes:			

25) If yes, what specific location or general area(s) or may you wish or expect to move to ?

26) What type of accommodation would you wish or expect to move to ?

In 'bricks and mortar' housing	
Private rented	
Social rent (Local Authority)	
Social rent (Housing Association)	
Temporary / Homeless accommodation	
Owner occupied	
In a static caravan or mobile home	
Serviced site (Local Authority owned)	
Serviced site (privately owned)	
Own land (with planning permission)	
Own land (without planning permission)	
In a touring caravan	
Serviced site (Local Authority owned)	
Serviced site (privately owned)	
Own land (with planning permission)	
Own land (without planning permission)	
Public land	
Other	
Notes:	

Section 5 Travelling

Additional questions for those who described themselves as nomadic or semi-nomadic in Section 2.

27) What is the primary reasons for travelling ?
(select more than one if appropriate).

Traditional values and lifestyle	
Seasonal employment	
Other employment reasons	
Accommodation opportunities	
Accommodation problems	
Visit family and/or friends	
Visit specific events	
Other	
Notes:	

28) Whom do you travel with?
(select more than one if appropriate).

On your own	
All of the household	
Some of the household	
With friends and/or relations	
With a group of travellers who are unrelated to you	
Other	
Notes:	

29) What travelling pattern do you follow?

A set route to one specific destination	
A set route between a number of locations	
It varies from trip to trip, with no set route or pattern of travel	
Notes:	

30) What is your preferred time of year to travel?

Spring		Summer	
Autumn		Winter	
All year round		No preference	

31) When you travel, is it normally to other sites in:

This district (specifiy)		Hampshire		The South East	
Other parts of the UK		The Irish Republic		Elsewhere	
Notes:					

32) When you travel, how many vans, lorries and trailers (including caravans) are normally involved ?

Only 1		2 or 3		Between 4 and 7	
Between 8 and 10		Up to 20		More than 20	
Notes					

33) Would you use a transit site in Hampshire if one were available ?

Yes		No		Don't know	
Notes:					

Section 6 Thank You

A thank you to the respondent

And finally, have they any information on other families within the district who may be able to assist in this survey ?

Notes:

Travelling Showpeople Sites

Interview Information

Interviewer		Date	
Accompanied by			

Confirm (with the interviewee), the location of the interview by completing A, B or C below:

A. Temporary Travelling Site ('Pull Ins' or Fair Sites)			
Site Address			
Grid Ref.		Parish	
Notes:			

B. Permanent Travelling Showpeople Sites (Possibly described as 'Winter Sites', 'Hard Yards', 'Depots', or 'Main Base')			
Site Address			
Grid Ref.		Parish	
Notes:			

C. Other Sites			
Site Address			
Grid Ref.		Parish	
Notes:			

Confirm accommodation at interview location:

House/bungalow/flat		'Living Wagon' (large mobile home)		Other static caravan or mobile home		Touring caravan	
Other (specify)							
Notes:							

Interviewee				Name	
Male		Female		Contact number	
Notes:					

Statement to be read to the respondent:

Councils across Hampshire are carrying out a joint survey to help us work out how many sites will be needed for travelling showpeople over the next 5 years and beyond (10 years or more). To do this we would like you to answer some questions about your family, where you live and how often you travel, and your answers will help us to make sure we plan for the future for travelling showpeople as well as the settled community.

All the information that you give is covered by the terms of the Data Protection Act. It is confidential and will only be used for the purposes of research into the accommodation needs of travelling showpeople in Hampshire. The questionnaire will be held safely and will not be passed onto anyone else.

Check with respondent that the family/household has not responded previously to the questionnaire.

Section 1 The Interviewee

2. Please tell me a few basic things about yourself and your family:

   a) Are you able to speak on behalf of:

Immediate family		Extended family		All families on site	

b) Do you describe you and your family as:

Travelling showpeople		Other (specify):	

c) Are you a member of the Showmans' Guild ?

Yes		No	

2. Depending on location of interview – A (Temporary) B (Permanent Travelling Showpeople Site), C (Other) as above - what is the specific type of accommodation ?

A. Temporary Travelling Sites	
Traditional Fairground Site	
Other fairground sites, including short-stay event	
Pull-in: private land	
Pull-in: public land or highway	
Other	
Notes:	

If temporarily travelling, are you based at a permanent site for travelling showpeople ?

Yes		If yes, please also complete Section B below.
No		If no, please also complete Section C below.

B. Permanent Travelling Showpeople Sites	
Serviced site (Local Authority owned)	
Serviced site (privately owned)	
Own land (with planning permission)	
Own land (without planning permission)	
Other/ don't know	
Notes:	

Number of yards within site	
Number of plots in your yard	

Is this your main storage area for vehicles, equipment, and rides ?	Yes		No	
If no, please specify where these are stored:				

How many vehicles/equipment are normally kept at your yard when you are not travelling ?

Riding devices		Stalls		Trailers	
Lorries		Vans		Cars/ 4 wheel drives	
Notes:					

How long have you – and the family - lived here ?

Less than a week		1-4 weeks		1-6 months	
7-12 months		1-5 years		More than 5 years	
Notes:					

How would you rate your yard ?

Very satisfied		Dissatisfied	
Satisfied		Very dissatisfied	
None of the above			
Please identify any issues:			

Is the site space adequate for your needs ?

Yes		No	
If no, please identify any issues:			

C. Other Sites	
For respondents in a static caravan or mobile home	
Serviced site (Local Authority owned)	
Serviced site (privately owned)	
Own land (with planning permission)	
Own land (without planning permission)	
Don't know status of land	
For respondents in a touring caravan	
Serviced site (Local Authority owned)	
Serviced site (privately owned)	
Own land (with planning permission)	
Own land (without planning permission)	
Public land	
Don't know status of land	
For respondents in 'bricks and mortar' housing	
Private rented	
Social rent (Local Authority)	
Social rent (Housing Association or other social landlords)	
Temporary / Homeless accommodation	
Owner occupied	
Notes:	

How long have you – and the family - lived here ?

Less than a week		1-4 weeks		1-6 months	
7-12 months		1-5 years		More than 5 years	
Notes:					

Section 2 The 'Accommodation Unit'

3) Excluding any employees, but including yourself, how many people normally live in this accommodation as part of the 'household' ?

4) (a) Does all or most of the household belong to one family group or more ?

One family		Two families		Three or more families	
Notes:					

(b) In addition, do any employees (possibly described as labourers) live on site ?

Yes		No	
Notes:			

5) How many of the household are male/ female?

Male		Female	

6) How old are the people in this household ?

Under 5		5-15		16-20		21-30	
31-40		41-50		51-60		Over 60	
Notes:							

7) If the household travels, how often do you do so in an average year ?

Once		Twice		Three times	
Four times		Five or more		Always travelling	
Notes:					

Section 3 Previous Permanent Accommodation

8) (a) Where did the household live previously ?

(b) And (approximately) when ?

9) What type of accommodation were you in ?

B. Permanent Travelling Showpeople Sites	
Serviced site (Local Authority owned)	
Serviced site (privately owned)	
Own land (with planning permission)	
Own land (without planning permission)	
Other/ don't know	
Notes:	

C. Other Sites	
Static caravan or mobile home	
Serviced site (Local Authority owned)	
Serviced site (privately owned)	
Own land (with planning permission)	
Own land (without planning permission)	
Don't know status of land	
Touring caravan	
Serviced site (Local Authority owned)	
Serviced site (privately owned)	
Own land (with planning permission)	
Own land (without planning permission)	
Public land	
Don't know status of land	
'Bricks and mortar' housing	
Private rented	
Social rent (Local Authority)	
Social rent (Housing Association or other social landlords)	
Temporary / Homeless accommodation	
Owner occupied	
Notes:	

10) How long did you live there ?

Less than a week		1-4 weeks		1-6 months	
6-12 months		1-5 years		More than 5 years	
Notes:					

11) What were the main reasons in your decision to move?
(select more than one if appropriate).

Family reasons		Relationship with settled community	
Need/ desire to travel		Unsuitable location	
Offered other accommodation		Unsuitable living conditions	
Employment		Refused planning permission	
Education facilities		Moved on through planning or land-owner enforcement	
Health facilities			
Other (specify)			
Notes:			

Section 4 The Future

12) (a) Do you expect all or most of your household to remain living together over the next five years ?

Yes		No		Don't know	

Notes:

(b) If no, what may be the main reasons for change ?

13) Does the household currently have any plans to move soon ?

This month		Next three months		Later this year	
Notes:					

If not, go to Question 17.

14) If so, to where are you planning to move ?

This district (specify)		Elsewhere in Hampshire		Elsewhere in the South East	
Other parts of the UK		The Irish Republic		Elsewhere	
Notes:					

15) What would be the main reason(s) for this move ?
(select more than one if appropriate).

Family reasons		Relationship with settled community	
Need/ desire to travel		Unsuitable location	
Offered other accommodation		Unsuitable living conditions	
Employment		Refusal of planning permission	
Education facilities		Moved on through planning or land-owner enforcement	
Health facilities			
Other (specify)			
Notes:			

16) And to what accommodation ?

B. Permanent Travelling Showpeople Sites	
Serviced site (Local Authority owned)	
Serviced site (privately owned)	
Own land (with planning permission)	
Own land (without planning permission)	
Other/ don't know	
Notes:	

C. Other Sites	
Static caravan or mobile home	
Serviced site (Local Authority owned)	
Serviced site (privately owned)	
Own land (with planning permission)	
Own land (without planning permission)	
Don't know status of land	
Touring caravan	
Serviced site (Local Authority owned)	
Serviced site (privately owned)	
Own land (with planning permission)	
Own land (without planning permission)	
Public land	
Don't know status of land	
'Bricks and mortar' housing	
Private rented	
Social rent (Local Authority)	
Social rent (Housing Association or other social landlords)	
Temporary / Homeless accommodation	
Owner occupied	
Notes:	

17) If you have no current plans, in the next 5 years, does the household:

(a) want to move ?

Yes		No	

(b) need to move ?

Yes		No	

(b) expect to move ?

Yes		No		Don't know	
Notes:					

18) If you want, need or expect to move, what would be the main reason(s) ?
(select more than one if appropriate).

Family reasons		Relationship with settled community	
Need/ desire to travel		Unsuitable location	
Offered other accommodation		Unsuitable living conditions	
Employment		Refusal of planning permission	
Education facilities		Other	
Health facilities			
Notes:			

19) If yes, what specific location or general area(s) or may you wish or expect to move to ?

This district (specify)		Hampshire		The South East	
Other parts of the UK		The Irish Republic		Elsewhere	
Notes:					

20) What type of accommodation would you wish or expect to move to ?

B. Permanent Travelling Showpeople Sites	
Serviced site (Local Authority owned)	
Serviced site (privately owned)	
Own land (with planning permission)	
Own land (without planning permission)	
Other/ don't know	
Notes:	

C. Other Sites	
Static caravan or mobile home	
Serviced site (Local Authority owned)	
Serviced site (privately owned)	
Own land (with planning permission)	
Own land (without planning permission)	
Don't know status of land	
Touring caravan	
Serviced site (Local Authority owned)	
Serviced site (privately owned)	
Own land (with planning permission)	
Own land (without planning permission)	
Public land	
Don't know status of land	
'Bricks and mortar' housing	
Private rented	
Social rent (Local Authority)	
Social rent (Housing Association or other social landlords)	
Temporary / Homeless accommodation	
Owner occupied	
Notes:	

Section 5 Travelling to Shows

21) When travelling to fairs, shows, etc, what travelling pattern do you follow?

A set route to one specific destination	
A set route between a number of locations	
It varies from trip to trip, with no set route or pattern of travel	
Notes:	

22) Are your destinations normally within:

This district (specify)		Elsewhere in Hampshire		Elsewhere in the South East	
Other parts of the UK		The Irish Republic		Elsewhere	
Notes:					

23) In which months do you generally travel away from your permanent site ?
(tick as many as applicable)

January		July	
February		August	
March		September	
April		October	
May		November	
June		December	

24) When you travel, how many vans, lorries and trailers (including caravans) are normally involved ?

Only 1		2 or 3		Between 4 and 7	
Between 8 and 10		Up to 20		More than 20	
Notes					

25) When you travel, do some of your household remain at your permanent site ('winter site', main base) ?

Yes		No	

If yes, please give approximate number and main reasons (health, education, etc).

Section 6 Thank You

A thank you to the respondent

And finally, have they any information on other families within the district who may be able to assist in this survey ?

Notes:

APPENDIX 3

FOREST BUS 2012 SURVEY: PUBLICITY MATERIAL

APPENDIX 4

FOREST BUS 2012 SURVEY: CASE STUDIES

Four short tales from field-work interviews in June and July 2012 to illuminate accommodation and other issues. Names have been changed to protect confidentiality.

Case Study 1

Robert and his family describe themselves as traditional gypsies. They are living in very poor conditions. Due to being frequently moved on through enforcement their property has become damaged; there has been so much rain all their belongings, including clothes, are soaking wet. They have a horse and trap, trailer, horse box, 2 dogs, 2 caravans and 2 cars. They have run out of money and because they have no fixed address and are being moved on constantly they are struggling to gain benefits. There are many children in Robert's family and in order to feed the children they have to catch rabbits every day. Robert explained that if anyone from the settled community helped them out by providing fresh water and support they always showed their gratitude by offering to do jobs or if they had the money buying chocolates and gifts. Robert said, "We really want to settle on a plot but even though I have completed application forms we have been moved on so many times, which costs the council lots of money, which is a waste, it would be cheaper to put us on a plot. I want to part of the solution not a problem. I have told this to the police but they just shrug their shoulders and I am back to square one."

Robert and his family want to stay together and he explains that if other family members join him they get split up as the police think they are a convoy. Robert says; "The caravan is not just a travelling piece of equipmen,t it is our home"

Case Study 2

Mark adopted a nomadic lifestyle in the mid-1990s when he was in his early twenties. He is in his late forties now and mental health issues when he was younger made him feel he was not accepted in mainstream society. He took to the road. He met other people on his travels in the 1990s and they have all remained together for the last twenty years. Mark said other people in his group had similar problems to him; ranging from mild learning disabilities to depression and anxiety. They all looked out for each other and Mark said he felt safe and cared for by his friends; something he had never experienced in the settled community. Mark could not live on a site with other travellers; this would make him very anxious. He said they can be aggressive. Mark stated; "Sites are not suitable for people like me. I can't live in a community." Mark does not claim benefits or anything from the 'State' (his words). With his friends they work together doing small manageable jobs for the settled community. He says that other travellers such as Gypsies and Irish travellers don't class them as proper travellers. Mark has lived over half his life on the roadside.

Case Study 3

Mary is of Irish heritage and says that her family is always travelling; never staying in one place for long. She describes it "As torture'. Travelling is our way of life, she explains, but the constant travelling is very hard. 'It's really hard to find a site where we can settle together, if more than five of us travel we get split up by the police. This is really difficult as we are a family and we want to stay together". The families are large and family is very important to these groups of travellers. Mary describes how they had to be escorted out of a county by the police to protect them from the settled community. It is very frightening for the children. "Country people have thrown bricks at us and shouted abuse; I have been scared for my life. We want to travel but we also want to settle for sometime". The children, she explains, need clean water and a safe place to play; otherwise this affects their health. "We never know where we will go next; just go where we find - normally on public land. We don't get a choice. No one offers us land to stay on. We want safety and good clean place to stay. We don't harm anyone. We find it hard to mix with other travellers because they have different standards of living". Mary said they stayed on a local authority site once but had to leave as the residents were living inappropriately; taking drugs and carrying on in a bad way.

Case Study 4

Families living on a site were granted planning permission on the condition they were travelling showpeople and would be working as showmen. However the families have been issued enforcement notices to leave the site. The families think it's because the authorities (and other travelling showmen)believe that they are Gypsies and Travellers, carrying out alternative work such as gardening and decorating. A spokesman, Peter, from the site explains that he was born into the Gypsy culture, however, he is also a travelling showman and a member of the Showman's Guild of Great Britain, although he is retired due to ill health. He commented that they had been working the fairs at a loss due to the bigger fairs monopolising the business. "You can only join as a member if you are recognised as a Travelling Showman', but he suspects that the local authority is under the impression that anyone can apply to be a member of the Showman's Guild, and that it feels it has been hoodwinked (Hampshire Chronicle, 2011). However, to be a member of the Guild persons must own and operate a piece of fairground equipment or, if retired, be represented by two members of the Guild. Peter explained that they have spent in excess of £50,000 in legal battles to stay. The last court appearance granted them permission to stay; however the local authority are not convinced and have made an application to get the case back into court. Peter's son visited his father and discovered that surveyors were reviewing land behind the site. When Peter's son questioned the surveyor he said it was going to be for a large holiday park and that the authority had assured them those occupants of the travelling showman's site would be evicted.

APPENDIX 5

FOREST BUS: BACKGROUND INFORMATION

The Forest Bus (a registered charity and company limited by guarantee) is a mobile community project which delivers community development work in rural areas to socially excluded groups primarily in areas of Hampshire and the Dorset borders.

We respond to requests from a variety of sources to go into a locality, provide a venue, staff and resources so that we can stimulate activity, resulting in change.
We do this by taking our mobile community centres into areas where there are no meeting places or other amenities. We provide a focus for the local community to participate in a range of activities – both on an individual and group work basis. This involves making an assessment and planning services and activities to meet identified needs.

Because we are mobile we reach the most discreet communities and our work has developed over the last seventeen years to include Gypsies and Travellers - the main ethnic group in the Hampshire area. We have members of the Gypsy community on our trustee board and also as staff. The Forest Bus team has forged strong links with the community and other service providers and have gained the skills and experience to deliver effective work with this marginalised group.

Over almost two decades the charity has gained a great deal of experience in delivering community development projects to minority groups and communities located in areas disadvantaged by rural and urban isolation, poor transport and poverty. Due to the mobile flexibility of the Forest Bus, we are more easily able to adapt to working with discreet groups

The main focus of our service is to promote inclusion by delivering work with children, young people, and their families which aim to increase self-esteem and confidence, offer information and advice as well as to sign post people to specialist services.

We work with young people children and their families by providing parents and toddler groups, family learning projects, family work, after school sessions, youth work and work on five Gypsy sites in the area, as well as with the bricks and mortar Gypsy community and the Fijian community in a local army base. We also deliver therapeutic activities in schools, and in the holidays provide play schemes and festivals. We have also gained experience of working with children from the Travelling Showpeople community through running schools projects. We are currently working with three schools with the aim of increasing attendance levels in children of Gypsy origin and raising levels of attainment.

In the summer of 2009 we organised a New Forest Mela (a major multi cultural festival) with partners from the Diversity Forum in the New Forest. The Gypsy community was one of the main contributors to this event which saw over 3,000 people coming to enjoy the day. These multicultural events raise awareness of other cultures and introduce children and families into new experiences. We work with over 300 children and young people every week.

We provide cultural awareness days and training events so that younger people of Gypsy origin can learn about their own culture and traditions and also to raise the awareness of Gypsy culture to professionals working in a variety of settings such as Health, Housing and Childrens' services. We also help people to set up their own

residents' groups to facilitate learning in areas such as IT, basic mathematics and English.

In order to facilitate the work, the project employs a team of trained and experienced youth, community and play workers – along with three qualified social workers to deliver the services to families, children and young people in a variety of locations and communities. We also provide placements for student social workers from local universities.

We encourage communities to start up their own activities, by working with people to gain new skills through the experiences of sharing new opportunities and by taking an active part in learning projects, socialising with others and accessing services they would or could be excluded from. We work in partnership with other agencies in the delivery of these services

Previous Research Experience

In the last six years we have been commissioned to undertaken three major pieces of research into the health and social needs of Gypsies and Travellers:

1) A report commissioned by the New Forest Primary Care Trust in 2006 to investigate the health and social needs of Gypsies, to:

    i) identify perceived barriers to accessing health services;
    ii) identify whether those interviewed consider health services are delivered in a culturally sensitive way.

2) A report on the Infrastructure Support for Gypsies/Travellers in Hampshire In 2005, we were requested on behalf of the Government Office South East to undertake research to the needs of people of black or minority ethnic origin for the BMAP (Black and Minority groups Action Plan).This was to inform central government.

3) Community Engagement Project to inform the National Institute for Mental Health Education Programme on the mental health. The Report of the community led research project focussed on mental health, equality and well-being of Gypsies and Travellers in Hampshire

Earlier research on Gypsies undertaken by the general manager of the Forest Bus (*J Peacock, 2002,)* provided useful contextual information as well as a background to this research.

For findings and recommendations, please see the full reports available at the Forest Bus website: www.forestbus.co.uk or contact the Forest Bus for hard copies – 02380 663866

Our research work in the Hampshire area over a period of years, has enabled us to experience first-hand that settled Gypsy families, in particular those who are living in houses, are no longer seen as a minority group – not only by the wider community or service providers but also in some instances by the Gypsy community themselves.

Through our previous research, we have evidenced that the health and social needs of the bricks and mortar group are currently not being met. We have established that the families who live in bricks and mortar feel very isolated. We have identified that there is still a huge divide between the Gypsy Traveller and the wider community.

The housed community remain hidden and yet often they have even greater social need than those families who continue to pursue the traditional way of life by travelling, either permanently or on a seasonal basis.

General Findings from our Research Papers

The concerns which have been identified and are relevant to the Gypsy and Traveller community (the main minority group in Hampshire) are:

- Lack access to mainstream services
- Life limiting issues
- Premature mortality will life expectancy on average less than 60 years
- Racial discrimination
- Low take up of preventative health services
- Poverty and isolation
- Lack of safe places to play which hinders cognitive development

Racism and marginalisation has generally increased, and people report that they are feeling more isolated and victimised.

APPENDIX 6

SOURCES AND BACKGROUND PAPERS

Planning for Traveller Sites – Communities and Local Government, 2012

Preparing Travellers' Accommodation Assessments: The Surrey Approach – Surrey Local Authorities, 2012

Travelling Showpeople Accommodation – Hampshire Local Authorities, 2008

An Assessment of the Accommodation Needs of Gypsies and Travellers in the District of Chichester – Chichester District Council, 2007

Hampshire and Isle of Wight Gypsy & Traveller Accommodation Assessment: Final Report – DCA, 2007

Gypsy and Traveller Accommodation Needs Assessments – Communities and Local Government, 2007

APPENDIX 7

PLANNING FOR TRAVELLERS: GLOSSARY OF TERMS

Amenity unit	On socially rented sites, there is an amenity unit per pitch. This a small permanent building, housing a bath/shower, WC and sink. This is to preserve cultural traditions regarding the separation between bathing and food preparation
Bricks and mortar	The term generally used by the Gypsy community for those who live in housing
Caravan	Mobile living vehicle, also referred to as a trailer.
Chalet	Term used by Gypsies and Travellers usually referring to a mobile home which resembles a bungalow.
Country people	A term used by Irish Travellers for the settled community.
Day room	Some amenity units have a larger area where residents can eat or relax; this is normally referred to as a day room – some families use a static unit or trailer as their day room.
	'Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not traveling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers.' CLG, 2012
Gypsy	Ethnic groups who were formed as commercial, nomadic and other groups travelling away from India from the tenth century and mixing with European and other groups.
Gypsy and Traveller	'Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling Showpeople or circus people travelling together as such.' CLG, 2012.
	In this report, the term is used to include all ethnic Gypsies and Irish Travellers, plus other Travellers who adopt a nomadic or semi-nomadic way of life.
Irish Traveller	Member of one of the main groups of Gypsies and Travellers in Britain. Irish Travellers have a distinct indigenous origin in Ireland and were recognised as an ethnic group in England in 2000.
Mobile home	Legally a caravan, but normally this is static and not easily moved. This may include residential mobile homes and static holiday caravans.
New Traveller	New Travellers (often known as New Age Travellers) are a very diverse group of people, and include those from many ethnicities, including some of Romani, Scottish, and Irish Gypsy background. Their unpopularity led the Government to target them and to repeal the 1968 Caravan Sites Act, with the Criminal Justice Public Order Act (1994), which saw travelling as a criminal offence. Because of this, they are still held to account for this by the Gypsy community who feel they have criminalised the travelling way of life. Many decided to adopt an alternative lifestyle following for example the

	Poll Tax riots, as a form of rejection of the increasingly materialistic and fragmented society they found themselves in.*(Traveller Education Service HCC 1996,p10)* We use the term New Traveller here to refer to those who have adopted a nomadic or semi-nomadic lifestyle living in moveable dwellings. There are now second and third generation 'New' Travellers in England. Some New Travellers prefer the more neutral term 'Traveller'.
Pitch	This is a section of land on a Gypsy and Traveller caravan site developed for a single family.
Plot	A piece of land which is large enough to accommodate a trailer for living quarters with preferably enough space to store fairground equipment
Settled people / community	Members of the wider community that live in traditional 'bricks and mortar' housing.
Site	An area of land laid out and used for Gypsy and Traveller caravans. Sites are also permanent base used for residential and business storage for Travelling Showpeople occupied mainly for the winter season (October – March)
Trailer	This term is most commonly used for a caravan among Gypsies and Travellers. Showmen's trailers are different in design from these trailers, being bigger, including WC and bathing facilities, and having 'pull-outs' which increase internal space when stationary.
Transit site	A site/pitch which is to be used for short term use. The site is usually permanently based but the occupiers will be licenced to stay there for a limited time period
Travelling Showpeople	'Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not traveling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers.' CLG, 2012 The history of showpeople goes back centuries to the rural celebrations combining holiday and religion in medieval church festivals - to fairs at which itinerant workers were hired for the season and to the skills of some Gypsy families from Europe. In the late 1700s there was a surge of people who joined the fairs and by the 1830s living vans were adopted. By the time steam developed at the end of the last century, exciting rides established the Golden Age of Showmen The traditional showman's wagons were palatially decorated and as large as could be horse drawn and were later drawn by the traction engines which also powered the rides. These can still be seen at the today at the major festivals and fairs – such as the Dorset Steam Fair and Netley Steam fair in Hampshire. Huge, modern trailers are equipped with luxuries and conveniences and are drawn by fleets of powerful trucks. In Travelling Showpeople, the whole family has always been involved in running the rides, from erecting the equipment to staffing the pay booths. There is a seasonal network of fairgrounds and often a permanent winter site.

	The establishment of the Showman's Guild was an important benefit. It has selective entry to preserve high standards, and controls the letting of pitches on fairgrounds.
Winter quarters	Term sometimes used for a site occupied by Travelling Showpeople when not engaged in providing fairs or circuses. Originally occupied over the winter period when there are no fairs, Showpeople sites are now used much more flexibly and often involve year-round occupation.
Yard	Term used for a plot or site occupied by Travelling Showpeople. A yard may have more than one accommodation unit on it and may be privately owned or rented.