

# Greater Manchester Gypsy and Traveller Accommodation Assessment

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Bolton, Bury, Manchester, Oldham, Rochdale,  
Salford, Stockport, Tameside, Trafford and Wigan  
Authorities

Final Report

December 2014

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# 1. Introduction

- 1.1 In late 2013 arc<sup>4</sup> was commissioned to update the Gypsy, Traveller and Travelling Showperson Accommodation Assessment (GTAA) for the Greater Manchester Authorities of Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford and Wigan (“the Authorities”).
- 1.2 The overall objective of the research was to provide a robust evidence base of the accommodation requirements of Gypsies and Travellers and Travelling Showpeople in the Greater Manchester area, which can be used by the ten participating Local Authorities to inform their local strategic planning decisions and the production and future review of their individual Local Plans and housing strategies.
- 1.3 The research provides information about the current and future accommodation needs and demands of Gypsies and Travellers and Travelling Showpeople across the study area. The study also provides information about a range of other matters, including Travellers’ additional support needs, their travelling practices and experiences, satisfaction with neighbourhood, and state of repair.
- 1.4 The study adopts the definition of ‘Gypsies and Travellers’ set out within the Government’s ‘Planning policy for traveller sites’ (March 2012) within which the following definition of Gypsies and Travellers is adopted:  
*‘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 [sic] or circus people travelling together as such.’*
- 1.5 Similarly, the following definition from the Guidance in respect of Showpeople is used:  
*‘Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling 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 as defined above.’*
- 1.6 The following definitions also apply:  
*‘[A] “pitch” means a pitch on a “gypsy and traveller” site and “plot” means a pitch on a “travelling showpeople” site (often called a “yard”). This terminology differentiates between residential pitches for “gypsies and*

*travellers” and mixed-use plots for “travelling showpeople”, which may/will need to incorporate space or to be split to allow for the storage of equipment.’<sup>1</sup>*

- 1.7 For the purposes of this study, Gypsies and Travellers live on pitches on sites, whilst Travelling Showpeople live on plots on yards.
- 1.8 The overall purpose of the study is to assess overall accommodation need and distribution for each participating local authority, undertaken in a manner which conforms to national policy and guidance. The objectives of the Gypsy and Traveller Accommodation Assessment are therefore:
- To establish trends and characteristics of the sub regional Gypsy and Traveller and Travelling Showpeople population, households and their accommodation, including an assessment of drivers of need and demand;
  - To establish provision, supply and characteristics of Gypsy and Traveller and Travelling Showperson’s accommodation;
  - To provide a clear and robust understanding of the permanent, transit and other accommodation needs of Gypsies and Travellers, including Travelling Showpeople; and
  - To inform subsequent decisions regarding criteria for new provision, including broad locations, and optimum site size and number of pitches etc.
- 1.9 The study provides evidence of the need for permanent and transit pitches at both district and Greater Manchester level. It does not provide any conclusions about the most appropriate approach to meeting the need identified. This should be managed through planning at a strategic level, taking account of the requirements of the Duty to Cooperate. The preparation of the Greater Manchester Spatial Framework may provide an appropriate means of undertaking this work. The study provides an important starting point for this exercise.

## Study Components

- 1.10 The study comprised five phases, which are set out below:
- Phase 1: Development of methodology. Collation and review of existing information and literature;
  - Phase 2: Stakeholder consultation;
  - Phase 3: Survey of Gypsies and Travellers and Travelling Showpeople across the study area;
  - Phase 4: Data analysis, calculation of needs and report production; and
  - Phase 5: Dissemination.

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<sup>1</sup> CLG Planning policy for traveller sites Appendix A Glossary March 2012

## Report structure

1.11 The report structure is as follows:

- **Chapter 1 Introduction:** provides an overview of the study;
- **Chapter 2 Legislative and policy context:** presents a review of the legislative and policy context;
- **Chapter 3 Methodology:** provides details of the study's research methodology;
- **Chapter 4 Review of current provision of sites:** looks at the current provision of sites across the study area to provide a baseline picture of what is currently available;
- **Chapter 5 Review of current population:** reviews estimates of the Gypsy and Traveller and Travelling Showpeople population across the Greater Manchester area and the scale of existing site provision. A review of the current accommodation situation of Travellers identifies issues arising;
- **Chapter 6 Pitch requirements:** focuses on current and future pitch requirements for Gypsies and Traveller. This chapter includes a detailed assessment of drivers of demand, pitch supply and current shortfalls across the study area;
- **Chapter 7 Plot requirements:** focuses on current and future plot requirements for Travelling Showpeople, including a detailed assessment of drivers of demand, pitch supply and current shortfalls across the study area;
- **Chapter 8 Longer-term Pitch and Plot Requirements:** considers the likely number of additional households to form over the period 2019/20 to 2033/34 based on the demographic information of current households
- **Chapter 9 Transit requirements:** focuses on need for transit sites or stop over provision;
- **Chapter 10 Travelling practices and experiences:** highlights experiences of and issues relating to travelling;
- **Chapter 11 Wider service and support needs:** highlights survey findings with reference to wider services used;
- **Chapter 12 Stakeholder consultation:** summarises views of stakeholders expressed through the on line survey;
- **Chapter 13 Summary of Findings:** summarises the headline findings from the research; and
- **Chapter 14 Conclusion and strategic response:** concludes the report, identifying headline issues, and recommending ways in which these could be addressed.

1.12 The report is supplemented by the following appendices:

- Appendix A which provides details of the legislative background underpinning accommodation issues for Gypsies and Travellers;
  - Appendix B Policy and guidance;
  - Appendix C Fieldwork Questionnaire;
  - Appendix D Stakeholder Questionnaire; and
  - Appendix E Glossary of terms.
- 1.13 Please note that some tables exclude references to individual Local Authorities where there are no data to report. Therefore, tables relating to Gypsy and Traveller data do not include data for Oldham, Rochdale, Stockport and Tameside. Similarly, tables relating to Travelling Showpeople do not include data for Oldham, Rochdale or Trafford. However, all Local Authorities are referenced in tables addressing pitch/plot requirements.

## 2. Legislative and Policy Context

- 2.1 This research is grounded in an understanding of how the national legislative and policy context has affected Gypsy and Traveller and Travelling Showpeople communities to date.

### Legislative background

- 2.2 Since 1960, three Acts of Parliament have had a major impact on Gypsies and Travellers and Travelling Showpeople:
- Caravan Sites and Control of Development Act 1960;
  - Caravan Sites Act 1968 (Part II); and the
  - Criminal Justice and Public Order Act 1994.
- 2.3 The 1994 Criminal Justice and Public Order Act abolished all statutory obligations to provide accommodation, discontinued Government grants for sites and made it a criminal offence to camp on land without the owner's consent.
- 2.4 Since the 1994 Act, the only places where Gypsies and Travellers and Travelling Showpeople can legally park their trailers and vehicles are:
- Council and Registered [Social Housing] Providers Gypsy caravan sites;
  - Privately owned land with appropriate planning permission;
  - Land with established rights of use, other caravan sites or mobile home parks by agreement or licence along with land required for seasonal farm workers.
- 2.5 The 1994 Act resulted in increased pressure on available sites. It eventually resulted in further reviews of law and policy, culminating in the Housing Act 2004 which placed a requirement (s.225) on local authorities to assess Gypsy and Traveller and Travelling Showpeople accommodation needs.
- 2.6 More detail on the legislation affecting Gypsies and Travellers and Travelling Showpeople can be found at Appendix A.

### Policy background

- 2.7 As part of this research we have carried out a literature review. A considerable range of guidance documents have been prepared by central Government to assist local authorities in discharging their strategic housing and planning functions and numerous research and guidance documents have been published by other agencies. This review examines influential guidance and research which relates specifically to Gypsies and Travellers and Travelling Showpeople or makes reference to them; more information is provided within Appendices A and B.

- 2.8 Overall, this range of statutory documentation, advisory and guidance notes and accepted good practice has helped set a broad context within which this research can be positioned.
- 2.9 Some of the key themes to emerge from the review of relevant literature include:
- Recognising the long-standing role Gypsies and Travellers and Travelling Showpeople have played in society and how prejudice, discrimination and legislative change have increasingly marginalised these distinctive ethnic groups;
  - A recognised shortage of provision for Gypsies and Travellers;
  - The importance of understanding Gypsy and Traveller issues in the context of recent housing and planning policy development;
  - Recognition that Gypsies and Travellers are one of the most socially excluded groups in society and are particularly susceptible to a range of inequalities relating to health, education, law enforcement and quality of accommodation; and
  - A need for better communication and improved understanding between, and within, Travelling communities themselves, and between Travelling communities and elected members, service providers and permanently settled communities.

### Planning policy

- 2.10 In March 2012 the Government published both the National Planning Policy Framework<sup>2</sup> and its accompanying 'Planning policy for traveller sites'<sup>3</sup>. These documents replace all previous national planning policy in respect of Gypsies and Travellers and Travelling Showpeople. This new national guidance is now a material consideration in determining planning applications and its overarching aim is '*to ensure fair and equal treatment for travellers*'.
- 2.11 Through Planning policy for traveller sites, local planning authorities are encouraged to make their own assessment of need for the purposes of planning, and plan for sites over a reasonable timescale. National policy aims to promote more private Traveller site provision '*while recognising that there will always be those travellers who cannot provide their own sites*' (paragraph 4).
- 2.12 The policy also states that<sup>4</sup>:
- Plan making and decision taking should aim to reduce the number of unauthorised developments and encampments and make enforcement more effective.
  - Planning policies need to be fair, realistic and inclusive; and

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<sup>2</sup> CLG National Planning Policy Framework March 2012

<sup>3</sup> CLG Planning policy for traveller sites March 2012

<sup>4</sup> CLG Planning policy for traveller sites March 2012 para 4

- Planning policies should increase the number of Traveller sites in appropriate locations with planning permission, to address under-provision and maintain an appropriate level of supply.
- 2.13 It is within this policy context that local planning authorities will have to plan future provision for Gypsies and Travellers and Travelling Showpeople across their respective areas. The National Planning Policy emphasises the role of evidence and how it should be used within this context.
- 2.14 Using evidence to plan positively and manage development, stresses the need for timely, effective and on-going community engagement (both with Travellers and the settled community); the *'use of a robust evidence base to establish accommodation needs to inform the preparation of local plans and make planning decisions'* is advocated. Paragraphs 8 and 9 of 'Planning policy for traveller sites' state that:
- 'Local planning authorities should set pitch targets for gypsies and travellers and plot targets for travelling show people which address the likely permanent and transit site accommodation needs of travellers in their area, working collaboratively with neighbouring local planning authorities'*.
- 2.15 *'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;*
  - b) Identify a supply of specific, developable sites or broad locations for growth, for years 6 to 10 and, where possible, for years 11-15;*
  - c) Consider production of joint development plans that set targets on a cross-authority basis, to provide more flexibility in identifying sites, particularly if a local planning authority has special or strict planning constraints across its area (local planning authorities have a duty to cooperate on planning issues that cross administrative boundaries);*
  - d) Relate the number of pitches or plots to the circumstances of the specific size and location of the site and the surrounding population's size and density; and*
  - e) Protect local amenity and environment.'*
- 2.16 In September 2014 the Department for Communities and Local Government issued a Consultation on Planning and Travellers. The paper proposes measures to:
- Amend the definition of Travellers and Travelling Showpeople to exclude those who have ceased to travel permanently;
  - Make the intentional unauthorised occupation of land be regarded by decision takers as a material consideration that weighs against the granting of planning permission. In other words, failure to seek permission in advance of occupation of land would count against a planning application;
  - Protect 'sensitive areas' including the Green Belt; and

- Update guidance on how local authorities should assess future Traveller accommodation requirements, including sources of information that authorities should use. The proposed 'Draft planning guidance for travellers' would replace current guidance, including that set out in 'Gypsy and Traveller Accommodation Needs Assessments – Guidance' (2007) and 'Designing Gypsy and Traveller Sites – Good Practice Guide' (2008).
- 2.17 The consultation closed on 23rd November 2014.
- 2.18 Despite the revocation of the Regional Spatial Strategy, the need for strategic planning remains, especially to ensure coherent planning beyond local authority boundaries. To this end the Localism Act 2011 has introduced the Duty to Co-operate which the Planning Advisory Service<sup>5</sup> advises:
- Requires councils and public bodies to engage constructively, actively and on an on-going basis in relation to planning of sustainable development;
  - Requires councils to consider whether to enter into agreements on joint approaches or prepare joint Local Plans (if a local planning authority); and
  - Applies to planning for strategic matters in relation to the preparation of Local and Marine Plans, and other activities that prepare the way for these activities.
- 2.19 The Localism Act and the National Planning Policy Framework set out a requirement for local authorities to fulfil the Duty to Co-operate on planning issues, including provision for Gypsies and Travellers and Travelling Showpeople, to ensure that approaches are consistent and address cross border issues with neighbouring authorities. The Duty is intended to act as a driver for change in order to enhance co-operation and partnership working to assist in delivering appropriate provision of future accommodation for Gypsies and Travellers, which can be contentious.
- 2.20 In addition, the National Planning Policy Framework sets out a presumption in favour of sustainable development to guide local authorities in the delivery of new developments whilst the 'Planning policy for traveller sites' [sections 7-11] provides specific advice as detailed above.

## Progress on tackling inequalities

- 2.21 In April 2012 the Government published a 'Progress report by the ministerial working group on tackling inequalities experienced by Gypsies and Travellers'<sup>6</sup>, which summarised progress in terms of meeting '*Government commitments to tackle inequalities and promote fairness for Gypsy and Traveller communities.*'<sup>7</sup> The report covers 28 measures from across Government aimed at tackling inequalities, these cover:
- Improving education outcomes;
  - Improving health outcomes;

<sup>5</sup> PAS A simple guide to Strategic Planning and the Duty to Cooperate  
<http://www.pas.gov.uk/pas/core/page.do?pagelid=2133454>

<sup>6</sup> The study only includes reference to Gypsies and Travellers and not Travelling Showpeople

<sup>7</sup> [www.communities.gov.uk/news/corporate/2124322](http://www.communities.gov.uk/news/corporate/2124322)

- Providing appropriate accommodation;
  - Tackling hate crime;
  - Improving interaction with the National Offender Management Service;
  - Improving access to employment and financial services; and
  - Improving engagement with service providers.
- 2.22 In respect of provision of appropriate accommodation, the report advises that financial incentives and other support measures have been put in place to help councils and elected members make the case for development of Traveller sites within their areas. Changing perceptions of sites is also identified as a priority, and to this end the Government has made the following commitments:
- *‘The Department for Communities and Local Government will help Gypsy and Traveller representative groups showcase small private sites that are well presented and maintained’.*
  - *‘Subject to site owners agreeing to have their homes included we will help produce a case study document which local authorities and councillors, potential site residents and the general public could use. It could also be adapted and used in connection with planning applications.’<sup>8</sup>*
- 2.23 Also aimed at improving provision of accommodation for Gypsies and Travellers, the Government has committed to:
- The provision of support, training and advice for elected members services up to 2015; and
  - The promotion of improved health outcomes for Travellers through the planning system; the report states that *‘one of the Government’s aims in respect of traveller sites is to enable provision of suitable accommodation, which supports healthy lifestyles, and from which travellers can access education, health, welfare and employment infrastructure.’<sup>9</sup>*

### Emphasis on enforcement powers

- 2.24 In August 2012, the Government published guidance for local authorities setting out the powers available to them and landowners to remove unauthorised encampments from both public and private land. Commenting on the guidance set out in ‘Dealing with illegal and unauthorised encampments: A summary of available powers’, the Chartered Institute of Housing comments that: *‘Gypsy and Traveller communities are some of the most marginalised communities in modern times. Long standing difficulties in the provision of private and authorised sites, coupled with fewer stopping places across the country, have resulted in increasing numbers of unauthorised sites and the increasing marginalisation of these communities.’*

<sup>8</sup> CLG Progress report by the ministerial working group on tackling inequalities experienced by Gypsies and Travellers April 2012 commitment 12 page 18

<sup>9</sup> CLG Progress report by the ministerial working group on tackling inequalities experienced by Gypsies and Travellers April 2012 para 4.13 page 19

*There is a real need to develop a planning system that enables the provision of well situated, decent and accessible site provision for Gypsies and Travellers.*<sup>10</sup>

- 2.25 On 4<sup>th</sup> May 2013 the Government revoked regulations governing the issuing of Temporary Stop Notices (TSNs)<sup>11</sup> by local planning authorities, which had been in place since the introduction of TSNs in 2005. The regulations were originally introduced to mitigate the likely disproportionate impact of TSNs on Gypsies and Travellers in areas where there is a lack of sites to meet the needs of the Travelling community. Under the previous regulations, TSNs were prohibited where a caravan was a person's main residence, unless there was a risk of harm to a serious public interest significant enough to outweigh any benefit to the occupier of the caravan. Under the new arrangements, and in the spirit of Localism, local planning authorities are to determine whether the use of a TSN is a proportionate and necessary response. Concerns have been raised that, without the regulations in place, TSNs risk violating the Human Rights of Gypsies and Travellers and Travelling Showpeople, especially in areas where there is an under-provision of sites/pitches/plots.
- 2.26 On 1st July 2013 in a Ministerial Statement issued by local government minister Brandon Lewis<sup>12</sup>, the issue of inappropriate development in the Green Belt was highlighted. The statement sought to make clear that both temporary and permanent Traveller sites are inappropriate development in the Green Belt and that planning decisions '*should protect Green Belt land from such inappropriate development*'.
- 2.27 The statement specified that '*The Secretary of State wishes to give particular scrutiny to traveller site appeals in the green belt, so that he can consider the extent to which 'Planning policy for traveller sites' is meeting the government's clear policy intentions. To this end he is hereby revising the appeals recovery criteria issued on 30<sup>th</sup> June 2008 and will consider for recovery appeals involving traveller sites in the green belt.*'
- 2.28 This situation was to apply for a period of six months in the first instance, and a number of appeals have since been recovered in order to 'test' relevant policies at a national level. To this end, the Secretary of State recently upheld the Planning Inspector's decision to find in favour of an applicant seeking to extend an existing site in Runnymede, Surrey, which had previously been refused by the Council. The Secretary of State found that the Council's policy was not consistent with the National Planning Policy Framework's policies for the protection of the Green Belt.
- 2.29 The Statement also revoked the practice guidance on 'Diversity and equality in planning'<sup>13</sup>, deeming it to be outdated; the Government does not intend to replace this guidance.

<sup>10</sup> [www.cih.org](http://www.cih.org) Housing policy: Gypsies and Travellers

<sup>11</sup> Statutory Instrument 2013 No.830 Town and Country Planning (Temporary Stop Notice) (England) (Revocation) Regulations 2013

<sup>12</sup> <https://www.gov.uk/government/speeches/planning-and-travellers>

<sup>13</sup> ODPM Diversity and Equality in Planning: A good practice guide 2005

- 2.30 Revised Guidance from Government<sup>14</sup> in respect of dealing with unauthorised encampments was published on 9<sup>th</sup> August 2013; the updated guidance reflects the recent changes to TSNs. The Guidance states that:

*‘As part of the Government’s commitment to protecting the nation’s green spaces, these powers will help protect Green Belt land and the countryside from illegal encampments. In addition to the powers which are available to councils to remove unauthorised traveller [sic] sites, protest camps and squatters from both public and private land, new Temporary Stop Notices now give councils powers to tackle unauthorised caravans, backed up with potentially unlimited fines. With the powers set out in this guide available to them, councils should be ready to take swift enforcement action to tackle rogue encampments and sites.’<sup>15</sup>*

## Local Context – Neighbouring Authorities’ Progress with GTAAs

- 2.31 Table 2.1 provides a position statement regarding the progress made with neighbouring authorities in their preparation of Gypsy and Traveller accommodation assessments.

**Table 2.1 Gypsy and Traveller and Travelling Showperson requirements and provision in neighbouring authorities**

Authority	NW Partial Review Requirement to 2016			Existing Provision 2013					GTAA	GTAA Proposed Pitches			
	P	T	TSP	P	TA	UA	T	TSP		PT	T	TSP	Time Period
Cheshire East	60	10	16	80	9	3	0	2	March 2014	69	-	13	To 2028
Warrington	10	5	13	2	16	6	0	4	March 2014	35	-	18	To 2026
High Peak	0	-	-	0	-	0	0	-	2008	0	-	-	To 2026
Chorley	10	5	10	0	2	0	0	0	Autumn 2014	TBD	TBD	TBD	
West Lancs	15	10	13	1		11	0		July 2014	20	4	1	To 2027/28
Calderdale	n/a	n/a	n/a	0	0	0	0	12	Winter 2014	TBD	TBD	TBD	
Kirklees	n/a	n/a	n/a	0	0	0	0	18	Winter 2014	TBD	TBD	TBD	

**Key:**

P = Permanent Gypsy and Traveller Pitch

T = Transit Gypsy and Traveller Pitch

TSP = Permanent Travelling Showperson Pitch

TA = Temporary Authorised Gypsy and Traveller Pitch (has temporary planning consent)

UA = Unauthorised Gypsy and Traveller Pitch

TBD = To be determined in the light of the GTAA due for publication

<sup>14</sup> CLG Dealing with illegal and unauthorised encampments: a summary of available powers 9th Aug 2013

<sup>15</sup> CLG Dealing with illegal and unauthorised encampments: a summary of available powers Page 3 first para

## CLG Caravan Counts

- 2.32 Snapshot counts of the number of Gypsy and Traveller caravans were requested by the Government in 1979, and have since been made by local authorities on a voluntary basis every January and July<sup>16</sup>. Their accuracy varies between local authorities and according to how information is included in the process. A major criticism is the non-involvement of Gypsies and Travellers themselves in the counts. However, the counts, conducted on a single day twice a year, are the only systematic source of information on the numbers and distribution of Gypsy and Traveller trailers. The counts include caravans (or trailers) on and off authorised sites (i.e. those with planning permission) but do not relate necessarily to the actual number of pitches (i.e. capacity) on sites.
- 2.33 A major review<sup>17</sup> of the counting system was undertaken in 2003 by the then Office of the Deputy Prime Minister (ODPM), which made a number of recommendations and improvements to the process.

## Design Guidance

- 2.34 The Government's 'Planning policy for traveller sites' provides no guidance on design for Gypsy and Traveller sites, concentrating instead on the mechanics of the planning process, from using evidence to plan making and decision taking. The new policy does not therefore add to existing design guidance<sup>18</sup> from CLG<sup>19</sup>, which suggests that, among other things, there must be an amenity building on each pitch and that this must include, as a minimum:
- Hot and cold water supply;
  - Electricity supply;
  - A separate toilet;
  - A bath/shower room; and
  - A kitchen and dining area.
- 2.35 A Homes and Communities Agency (HCA) review (January 2012) of Non-Mainstream Housing Design Guidance found that the CLG Design Guide most '*succinctly outlines the physical requirements for site provision for travellers.*' It also identified a number of 'pointers' for future guidance, and these are worth mentioning here:
- The family unit should be considered to be larger and more flexible than that of the settled community due to a communal approach to care for the elderly and for children;

<sup>16</sup> Historically caravan counts have not included Travelling Showpeople. Since 2010 the Government has requested that January counts include Travelling Showpeople, however, the figures relating to Travelling Showpeople are reported separately and not included in the overall count figures.

<sup>17</sup> Counting Gypsies and Travellers: A Review of the Caravan Count System, Pat Niner Feb 2004, ODPM

<sup>18</sup> This guidance does not apply to the provision of new yards for Travelling Showpeople. Further information about good practice in the provision of yards can be obtained from the Showmens' Guild of Great Britain.

<sup>19</sup> CLG Designing Gypsy and Traveller Sites Good Practice Guide, May 2008

- A distinct permanent building is required on site to incorporate washing and cooking facilities, and provide a base for visiting health and education workers; and
- Clearer diagrams setting out the parameters for design are called for, both in terms of the scale of the dwelling and the site. Incorporating requirements for maintenance, grazing, spacing, size provision, communal spaces, etc. *'would ensure that a set of best practice principles can be established.'*<sup>20</sup>

2.36 The HCA Review suggested the following design considerations:

- Travelling Showpeople should be considered in the development of provision for temporary/transit sites;
- Vehicular access is a requirement and not an option;
- Open space is essential for maintenance of vehicles and grazing of animals;
- Open play space for children needs to be provided;
- A warden's office is required for permanent sites;
- Communal rooms for use of private health/education consultations are required; and An ideal ratio of facilities provision (stand pipes, parking area, recreation space) to the number of pitches.

2.37 The Showmen's Guild of Great Britain published guidance on good practice in terms of provision of yards for Travelling Showpeople.<sup>21</sup> The Model Standard Package provides guidance on yard layout for a range of yard sizes, from smaller yards with a mix of six different vans types (mobile home, touring, specialist) to larger yards with up to 32 different van types. The guide recommends a maximum of 20 vans per hectare, based on usable area allocated for residential purposes (ie area excluding equipment storage areas, communal areas, and areas unsuitable for siting vans).

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<sup>20</sup> Non-Mainstream Housing Design Guidance Literature Review, HCA January 2012 page 63

<sup>21</sup> Showmen's Guild of Great Britain Model Standard Package 2007

### 3. Methodology

3.1 In order to deliver the requirements of Government Guidance<sup>22</sup> the methodology for this study has comprised:

- Interviews with Gypsies and Travellers and Travelling Showpeople on sites and yards;
- Desktop analysis of existing documents, data and pitch/plot information;
- A census of sites reviewing total number of pitches/plots, number of pitches/plots occupied and vacant, and total number of households; and
- A Key Stakeholder on-line questionnaire for professionals who have direct contact with and knowledge of local Gypsy and Traveller and Travelling Showpeople communities.

3.2 The information gathering has been carried out in three phases, as outlined below:

- Phase 1: Literature/desktop review and stakeholder discussions;
- Phase 2: Survey of Gypsies and Travellers and Travelling Showpeople across the study area; and
- Phase 3: Production of Report.

#### Phase 1: Literature/desktop review and stakeholder consultation

3.3 This phase comprised a review of available literature, including legislative background and best practice information; and available secondary data relating to Gypsies and Travellers and Travelling Showpeople.

3.4 Relevant regional, sub-regional and local information has been collected, collated and reviewed, including information on:

- The national policy and legislative context;
- Current policies towards Gypsies and Travellers and Travelling Showpeople in the study area (drawn from Local Authority and sub-regional policy documents, planning documents, housing strategies and homelessness strategies); and
- Analysis of existing data sources available from stakeholders<sup>23</sup>.

3.5 This information has helped to shape the development of this report, and in particular the review of the legislative and policy context set out in Chapter 2.

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<sup>22</sup> CLG Gypsy and Traveller Accommodation Needs Assessments Guidance October 2007 [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/7838/accommneedsassessments.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/7838/accommneedsassessments.pdf)

<sup>23</sup> This includes CLG caravan count data and information on unauthorised encampment data provided by the Authorities (see chapter 6 for more information on this data)

- 3.6 The views of a range of Key Stakeholders identified by the Authorities have been sought as part of this study, and these are summarised at Chapter 9. Stakeholders consulted as part of this process include registered providers, landlords, education officers, and housing and planning professionals.

## Phase 2: Survey of Gypsies and Travellers across Greater Manchester

- 3.7 The primary fieldwork for this study comprised survey work with Gypsies and Travellers and Travelling Showpeople. This work was managed by Home Space Sustainable Accommodation (HSSA) and undertaken by Gypsy and Traveller fieldworkers. HSSA was involved in the design of the questionnaire and in the recruitment and management of fieldworkers.
- 3.8 Fieldwork was conducted between 10<sup>th</sup> February 2014 and 4<sup>th</sup> May 2014 with some further responses from Travelling Showperson households received in early October 2014<sup>24</sup>. Interviews were carried out with residents living on a range of sites and yards including Local Authority and private sites and Local Authority, permanent private and temporary private yards. Interviews were not held with Travellers currently resident outside the study area. The overarching aim of the fieldwork was to maximise the number of interviews secured from households living on sites and yards within the Greater Manchester area. Consulting with stakeholders ensured that the fieldwork team had a good understanding of the local issues facing Travellers and helped to maximise the community's participation in the study. Table 3.1 provides information from the January/July caravan counts covering the last seven counts from January 2011 through to January 2014<sup>25</sup> which helped to inform the expected number of interviews to be carried out in each Local Authority area.

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<sup>24</sup> Interviews were offered to households currently resident within the study area during the course of the fieldwork period. The fieldwork period was extended into a second phase to maximise response rates and minimise missing out households away travelling during the initial fieldwork period.

<sup>25</sup> Department for Communities and Local Government Caravan Counts - January 2013 last seven counts [http://data.gov.uk/dataset/gypsy\\_and\\_traveller\\_caravans](http://data.gov.uk/dataset/gypsy_and_traveller_caravans)

**Table 3.1 Count of Gypsy and Traveller Caravans January 2014 and previous four counts**

Local Authority	Count	Authorised sites (with planning permission)				Unauthorised sites (without planning permission)				Total All	Variance on Previous Count
		Socially Rented	Private Caravans								
			Temporary Planning Permission	Permanent Planning Permission	All Private Caravans	No. of Caravans on Sites on Gypsies own land "Tolerated"	No. of Caravans on Sites on Gypsies own land "Not Tolerated"	No. of Caravans on Sites on land not owned by Gypsies "Tolerated"	No. of Caravans on Sites on land not owned by Gypsies "Not Tolerated"		
Bolton	Jan-14	36	0	0	0	0	0	0	0	36	2
	Jul-13	34	0	0	0	0	0	0	0	34	0
	Jan-13	34	0	0	0	0	0	0	0	34	2
	Jul-12	32	0	0	0	0	0	0	0	32	1
	Jan-12	31	0	0	0	0	0	0	0	31	
Bury	Jan-14	24	0	0	0	0	0	0	0	24	0
	Jul-13	24	0	0	0	0	0	0	0	24	0
	Jan-13	24	0	0	0	0	0	0	0	24	-4
	Jul-12	28	0	0	0	0	0	0	0	28	0
	Jan-12	28	0	0	0	0	0	0	0	28	
Manchester	Jan-14	16	0	0	0	0	0	0	0	16	-7
	Jul-13	23	0	0	0	0	0	0	0	23	7
	Jan-13	16	0	0	0	0	0	0	0	16	-7
	Jul-12	23	0	0	0	0	0	0	0	23	9
	Jan-12	14	0	0	0	0	0	0	0	14	

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Table 3.1 (continued)

Local Authority	Count	Authorised sites (with planning permission)				Unauthorised sites (without planning permission)				Total All	Variance on Previous Count
		Socially Rented	Private Caravans								
			Temporary Planning Permission	Permanent Planning Permission	All Private Caravans	No. of Caravans on Sites on Gypsies own land "Tolerated"	No. of Caravans on Sites on Gypsies own land "Not Tolerated"	No. of Caravans on Sites on land not owned by Gypsies "Tolerated"	No. of Caravans on Sites on land not owned by Gypsies "Not Tolerated"		
Oldham											
	Jan-14	0	0	0	0	0	0	0	0	0	0
	Jul-13	0	0	0	0	0	0	0	0	0	0
	Jan-13	0	0	0	0	0	0	0	0	0	0
	Jul-12	0	0	0	0	0	0	0	0	0	0
	Jan-12	0	0	0	0	0	0	0	0	0	
Rochdale	Jan-14	52	0	0	0	0	0	7	14	73	10
	Jul-13	52	0	0	0	0	0	0	11	63	36
	Jan-13	27	0	0	0	0	0	0	0	27	-21
	Jul-12	48	0	0	0	0	0	0	0	48	21
	Jan-12	27	0	0	0	0	0	0	0	27	
Salford	Jan-14	61	0	0	0	0	0	0	0	61	0
	Jul-13	61	0	0	0	0	0	0	0	61	-1
	Jan-13	62	0	0	0	0	0	0	0	62	0
	Jul-12	62	0	0	0	0	0	0	0	62	0
	Jan-12	62	0	0	0	0	0	0	0	62	

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Table 3.1 (continued)

Local Authority	Count	Authorised sites (with planning permission)				Unauthorised sites (without planning permission)				Total All	Variance on Previous Count
		Socially Rented	Private Caravans								
			Temporary Planning Permission	Permanent Planning Permission	All Private Caravans	No. of Caravans on Sites on Gypsies own land "Tolerated"	No. of Caravans on Sites on Gypsies own land "Not Tolerated"	No. of Caravans on Sites on land not owned by Gypsies "Tolerated"	No. of Caravans on Sites on land not owned by Gypsies "Not Tolerated"		
Stockport	Jan-14	0	0	0	0	0	0	0	0	0	-34
	Jul-13	0	0	0	0	0	16	0	18	34	22
	Jan-13	0	0	0	0	0	0	0	12	12	12
	Jul-12	0	0	0	0	0	0	0	0	0	0
	Jan-12	0	0	0	0	0	0	0	0	0	
Tameside	Jan-14	0	5	0	5	0	0	0	0	5	-3
	Jul-13	0	0	0	0	8	0	0	0	8	8
	Jan-13	0	0	0	0	0	0	0	0	0	0
	Jul-12	0	0	0	0	0	0	0	0	0	0
	Jan-12	0	0	0	0	0	0	0	0	0	
Trafford	Jan-14	0	0	16	16	0	0	0	0	16	-5
	Jul-13	0	0	21	21	0	0	0	0	21	3
	Jan-13	0	0	18	18	0	0	0	0	18	-3
	Jul-12	0	0	21	21	0	0	0	0	21	5
	Jan-12	0	0	16	16	0	0	0	0	16	

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Table 3.1 (continued)

Local Authority	Count	Authorised sites (with planning permission)				Unauthorised sites (without planning permission)				Total All	Variance on Previous Count
		Socially Rented	Private Caravans								
			Temporary Planning Permission	Permanent Planning Permission	All Private Caravans	No. of Caravans on Sites on Gypsies own land "Tolerated"	No. of Caravans on Sites on Gypsies own land "Not Tolerated"	No. of Caravans on Sites on land not owned by Gypsies "Tolerated"	No. of Caravans on Sites on land not owned by Gypsies "Not Tolerated"		
Wigan	Jan-14	8	0	49	49	0	0	0	0	57	-1
	Jul-13	9	0	49	49	0	0	0	0	58	-8
	Jan-13	12	0	54	54	0	0	0	0	66	8
	Jul-12	12	0	44	44	0	0	0	2	58	-1
	Jan-12	12	0	47	47	0	0	0	0	59	
Greater Manchester Total	Jan-14	197	5	65	70	0	0	7	14	288	-38
	Jul-13	203	0	70	70	8	16	0	29	326	67
	Jan-13	175	0	72	72	0	0	0	12	259	-13
	Jul-12	205	0	65	65	0	0	0	2	272	35
	Jan-12	174	0	63	63	0	0	0	0	237	

- 3.9 Interviews were undertaken by trained members of the Gypsy and Traveller community. Using members of the community as interviewers helps secure a good response rate, and ultimately deliver a more comprehensive picture of need.
- 3.10 The cultural needs of Gypsies and Travellers and Travelling Showpeople differ from those of the rest of the population and consideration of culturally specific requirements such as the need for additional permanent caravan sites and/or transit sites and/or stopping places (or improvements to existing sites) are key to this study. The research has therefore explicitly sought information from Travelling people across Greater Manchester living in a range of accommodation.
- 3.11 Local Authorities provided details of sites and yards which were used as a basis for the fieldwork. A total of 496 interviews were secured (Table 3.2), 164 with Gypsy and Traveller households living on a pitch on a permanent local authority/housing association or permanent private site and 332 with Travelling Showperson households living on a permanent local authority/housing association, permanent private or temporary private yard.

**Table 3.2 Summary of achieved interviews by type of dwelling (as at 15<sup>th</sup> October 2014)**

Authority	Ethnicity							All Households
	Gypsy/Traveller			Showperson				
	Permanent Local Authority/ Housing Association	Permanent Private	Sub-Total	Permanent Local Authority/ Housing Association	Permanent Private	Temporary Private	Sub-Total	
Bolton	26	14	40	54	35	1	90	130
Bury	17	0	17	0	20	0	20	37
Manchester	16	0	16	55	0	0	55	71
Rochdale	21	0	21	0	0	0	0	21
Salford	20	0	20	50	48	0	98	118
Tameside	0	0	0	0	31	2	33	33
Trafford	0	17	17	0	0	0	0	17
Wigan	16	17	33	0	36	0	36	69
Total	116	48	164	159	170	3	332	496

- 3.12 The actual number of achieved interviews has exceeded expectations. Initial caravan count data provided by DCLG (used as a basis for the survey) was a marked underestimate of the number of Gypsy/Traveller and Travelling Showpeople living on pitches/yards. This became apparent when site and yard data was provided by each Local Authority. As it is important that the study seeks to maximise engagement with households living on pitches/yards, the number of interviews has exceeded the initial proposed number, but crucially the study has

achieved an almost 100% coverage of households living on pitches and plots across Greater Manchester.

- 3.13 In conjunction with interviews with members of the Travelling community, a range of complementary research methods have been used to permit the triangulation of results. These are brought together during the research process and inform the outputs of the work and include:
- Desktop analysis of existing documents and data;
  - Preparing a database of sites and yards; and
  - Conducting a Key Stakeholder on-line questionnaire for professionals who have direct contact with local Gypsy and Traveller and Travelling Showpeople communities across the study area.
- 3.14 Good practice guidance and evidence from other studies emphasises that building trust with Travelling communities is a prerequisite of meaningful research. In this case it has been achieved by using interviewers from Gypsy and Traveller and Travelling Showpeople communities to conduct the interviews, by engaging with Gypsy and Traveller and Travelling Showpeople groups, by using local resources and workers to make links, and working with officers who have already established good relationships with local Travelling communities.
- 3.15 We have also used the following sources of information:
- The bi-annual caravan count for CLG [from January 2011 to January 2014]; and
  - Local Authority information on existing site provision and unauthorised developments.
- 3.16 The assessment of pitch and plot requirements has been calculated by utilising information on current supply of pitches and the results from the survey. The overall number of pitches and plots has been calculated using Local Authority information, with likely capacity through turnover assessed through the survey. A detailed explanation of the analysis of pitch requirements is contained in Chapter 6 and plot requirements in Chapter 7. These briefly comprise analysis of the following elements:
- Current pitch/plot provision, households living in bricks and mortar accommodation; households planning to move in the next FIVE years, and emerging households to give total demand for pitches/plots; and
  - Turnover on existing pitches/plots and total supply.
- 3.17 The approach used then reconciles the demand and supply data to identify overall pitch and plot requirements.
- 3.18 To identify the need for transit provision, data on unauthorised encampment activity has been collated and analysed, the results of this analysis are assessed alongside other contextual information to identify an appropriate target for transit provision in each of the Local Authority areas. The assessment of transit requirements is based on the average number of caravans per transit related unauthorised encampment for the 36-month period 1<sup>st</sup> April 2010 to 31<sup>st</sup> March 2013.

## 4. The current picture: provision of Gypsy and Traveller sites

- 4.1 This chapter considers the current provision of sites across Greater Manchester. This is based on information provided by the Local Planning Authorities and supplemented with observations from the fieldwork team.

### Provision of authorised and unauthorised sites

- 4.2 Data on the provision of sites considers both authorised and unauthorised sites and yards across the area. Broadly speaking, authorised sites are those with planning permission and can be on either local authority or privately owned land. In this instance unauthorised sites are made up of either longer term<sup>26</sup> unauthorised encampments<sup>27</sup>, that have been in existence for some considerable time and so can be considered to be indicative of a permanent need for accommodation (in some instances local authorities class these as tolerated sites and decide not to take enforcement action to remove them); and unauthorised developments, where Travellers are residing upon land that they do not own and that does not have planning permission (see Appendix E for more detailed definitions).
- 4.3 Data on the scale of current Gypsy and Traveller pitch provision and availability along with the number of households living on sites is presented in Table 4.1. This has sourced from the Authorities and a census of each site carried out by HSSA as part of the fieldwork process. Across Greater Manchester there are a total of 181 pitches on 12 sites. Only one site is temporary (5 pitches), the remaining 11 are permanent, and five are owned by Local Authorities (123 pitches) and seven are privately owned (53 pitches). A total of 27 pitches have been identified as empty by the Local Authorities. In addition, there are five pitches that are being re-provided following refurbishment on the Duchy Road site in Salford.
- 4.4 Table 4.2 summarises comparable data for Travelling Showpeople and this identifies a total of 366 plots on 19 yards. There are a total of eight permanent yards owned by local authorities (176 plots) that tend to be leased to occupiers and nine permanent private yards owned privately owned (190 plots). A total of 16 plots were identified as empty at the time of the survey fieldwork.
- 4.5 The location of sites and yards is illustrated in Maps 4.1 and 4.2.

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<sup>26</sup> Three months or longer

<sup>27</sup> Please note that unauthorised encampments also encompass short-term illegal encampments, which are more indicative of transit need, see Section 6 for more information on these encampments.

**Table 4.1 List of Gypsy & Traveller Site and Pitches (as at November 2014)**

Site Name	District	Type of Site	Ownership	Total No of Pitches on Site available for occupancy	No. households	Vacant
Crompton Lodge, Hall Lane, Little Lever, Bolton, BL4 7QS	Bolton	Permanent	Local Authority	26	26	8
Open Gates Caravan Park, Belvoir Street, Tonge Fold, Bolton, BL2 6AL	Bolton	Permanent	Private	6	7	0
Buckley Lake, New Bury, Bolton (Land to rear of 95 Buckley Lane), BL4 9PQ	Bolton	Permanent	Private	7	7	0
Fernhill Caravan Site, Every Street, Bury, BL9 5BE	Bury	Permanent	Local Authority	17	17	0
Dantzic Street Caravan Site, Dantzic Street, Manchester, M4 4JW	Manchester	Permanent	Local Authority	16	16	5
Roch Vale Caravan Park, Pringle Street, Rochdale	Rochdale	Permanent	Local Authority	27	21	6
Duchy Road, Salford	Salford	Permanent	Local Authority (Council owned land - managed by Salix Homes)	21	20	1
Stones Meadow Caravan Site, Carrington	Trafford	Permanent	Private	17	17	0
Watson Street, Denton	Tameside	Temporary Authorised	Private	5	2	0
Bickershaw Caravan Site, Bickershaw Lane, Bickershaw	Wigan	Permanent	Local Authority	16	16	7
Little Lane, Little Lane, Pemberton,	Wigan	Permanent	Private	20	15	0
Aspull Common, Leigh	Wigan	Permanent	Private	3	2	0
<b>TOTAL</b>				<b>181</b>	<b>166</b>	<b>27</b>

**Table 4.2 Travelling Showperson Yards and Plots (as at November 2014)**

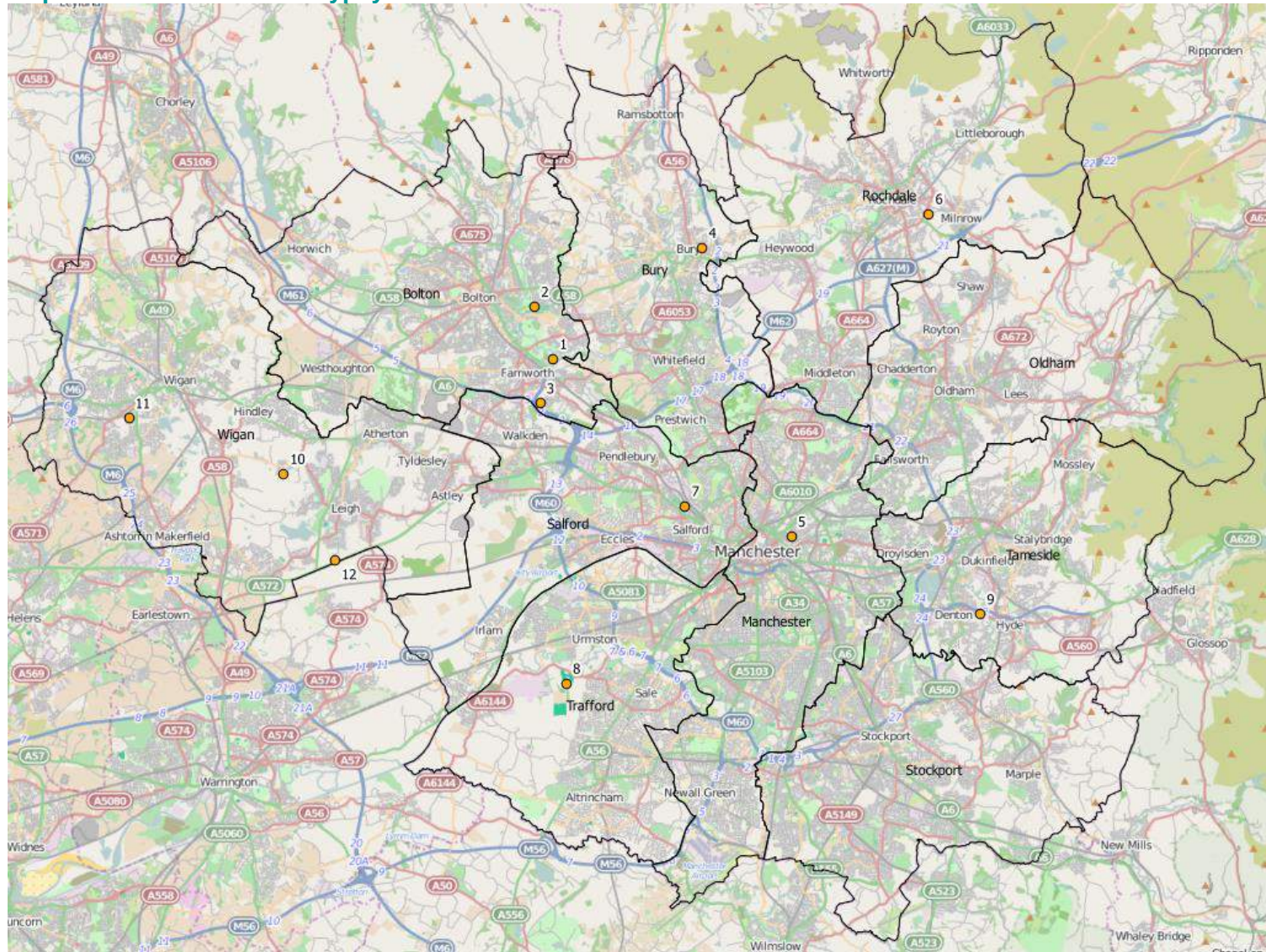
Yard Name	District	Type of Site	Ownership	Total Number of Plots on Yard	No. households	Vacant
Cubbins Caravan Park, Mill Hill Street	Bolton	Permanent	Local Authority (site leased from Bolton Council)	8	8	0
Mill Hill Caravan Park, Windley Street, Bolton, BL2 2AG	Bolton	Permanent	Local Authority (site leased from Bolton Council)	18	18	0
Lodge View Caravan Park, Windley Street, Bolton, BL2 2LH	Bolton	Permanent	Local Authority (site leased from Bolton Council)	22	22	0
Fylde Street Caravan Park, Fylde Street, Bolton BL3 2QF	Bolton	Permanent	Local Authority (site leased from Bolton Council)	6	6	0
Riverside Caravan Park, Longson Street, Bolton, BL1 2TL	Bolton	Permanent	Local Authority and Private: site part Council owned, most private ownership (survey indicates 17 LA and 5 Private plots)	22	22	0
Old Ford Road Caravan Park (Hart Common), Old Fort Road, Westhoughton, Bolton, BL5 2AU	Bolton	Permanent	Private	12	13	0
Tall Trees, Slack Lane, Westhoughton, Bolton, BL5 3LB <sup>1</sup>	Bolton	Permanent	Private	3	1	2
School Street, Radcliffe, Bury (Showman's Guild yard)	Bury	Permanent	Private	20	20	0

Continued overleaf/....

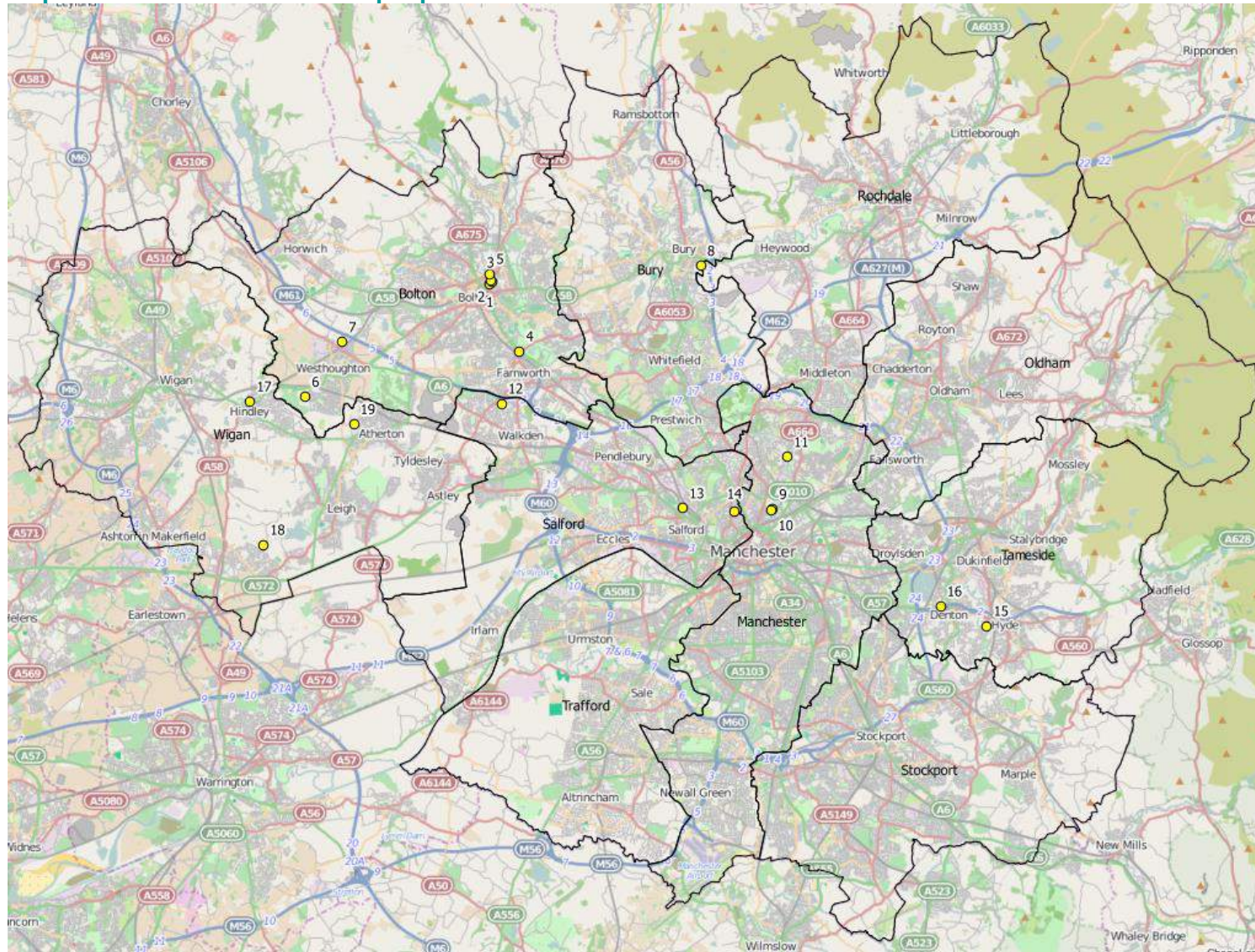
Table 4.2 (continued)

Yard Name	District	Type of Site	Ownership	Total Number of Plots on Yard	No. households	Vacant
Fairholme Caravan Site, Collingham Street, Manchester, M8 8RQ	Manchester	Permanent	Local Authority Site: owned by Manchester City Council and is on licence to the operators	51	46	5
Chadwick's, Collingham Street, Manchester, M8 8RQ	Manchester	Permanent	Local Authority Site: owned by Manchester City Council leased out to occupier	7	8	0
Nederlands, Waterloo Street, Lower Crumpsall	Manchester	Permanent	Local Authority Site: owned by Manchester City Council and leased out	14	14	0
Brookdale Park, Land off Ravenscraig Road, Little Hulton	Salford	Permanent	Privately owned and managed	25	25	0
Regent Park, 200 Duchy Road, Salford	Salford	Permanent	Privately owned and managed	25	25	0
Fairways, Clarence Street / Milton Street (Cambridge Industrial Estate)	Salford	Permanent	Local Authority site: leased from the City Council for a term of 99 years with effect from 23/4/1993.	50	50	0
Fairhaven, Mill Lane, Denton	Tameside	Permanent	Private	38	29	9
Wilton Street, Denton	Tameside	Permanent	Private	9	9	0
Presbyterian Fold, Hindley	Wigan	Permanent	Private	10	10	0
Fairview, Slag Lane, Atherton	Wigan	Permanent	Private	20	20	0
Ella View Lodge, Colliery Lane, Atherton	Wigan	Permanent	Private	6	6	0
<b>Total</b>				<b>366</b>	<b>352</b>	<b>16</b>

\*The Council recognise this as a Gypsy and Traveller site but it is currently occupied by Travelling Showpeople

**Map 4.1 Location of Gypsy and Traveller Sites****Map Key**

1	Crompton Lodge, Hall Lane, Little Lever, Bolton, BL4 7QS
2	Open Gates Caravan Park, Belvoir Street, Tonge Fold, Bolton, BL2 6AL
3	Buckley Lake, New Bury, Bolton (Land to rear of 95 Buckley Lane), BL4 9PQ
4	Fernhill Caravan Site, Every Street, Bury, BL9 5BE
5	Dantzic Street Caravan Site, Dantzic Street, Manchester, M4 4JW
6	Roch Vale Caravan Park, Pringle Street, Rochdale
7	Duchy Road, Salford
8	Stones Meadow Caravan Site, Carrington
9	Watson Street, Denton
10	Bickershaw Caravan Site, Bickershaw Lane, Bickershaw
11	Aspull Common, Leigh
12	Little Lane, Pemberton

**Map 4.2 Location of Showpeople's Yards****Map Key**

1	Cubbins Caravan Park, Mill Hill Street
2	Mill Hill Caravan Park, Windley Street, Bolton, BL2 2AG
3	Lodge View Caravan Park, Windley Street, Bolton, BL2 2LH
4	Fylde Street Caravan Park, Fylde Street, Bolton BL3 2QF
5	Riverside Caravan Park, Longson Street, Bolton, BL1 2TL
6	Old Ford Road Caravan Park (Hart Common), Old Fort Road, Westhoughton, Bolton, BL5 2AU
7	Tall Trees, Slack Lane, Westhoughton, Bolton, BL5 3LB
8	School Street, Radcliffe, Bury (Showman's Guild yard)
9	Chadwick's, Collingham Street, Manchester, M8 8RQ
10	Fairholme Caravan Site, Collingham Street, Manchester, M8 8RQ
11	Brookdale Park, Land off Ravenscraig Road, Little Hulton
12	Regent Park, 200 Duchy Road, Salford
13	Fairways, Clarence Street / Milton Street (Cambridge Industrial Estate)
14	Fairhaven Caravan Site, Mill Lane, Denton
15	Watson Street, Denton
16	Wilton Street, Denton
17	Presbyterian Fold, Hindley
18	Fairview, Slag Lane, Atherton
19	Ella View Lodge, Colliery Lane, Atherton

## 5. The Current Picture: Gypsy and Traveller population and pitch and plot availability

### Population Estimates

- 5.1 This chapter looks at the current picture in terms of the current population and demography of Gypsies and Travellers and Travelling Showpeople across Greater Manchester before going on to explore the extent and nature of provision across the area.
- 5.2 Whilst it is recognised that some families may not identify themselves as Gypsies or Travellers in Censuses, in the 2011 Census<sup>28</sup>, a total of 581 households in Greater Manchester were identified as having a 'White: Gypsy or Irish Traveller' (WGoIT) ethnicity. The Census figure includes households living in bricks and mortar accommodation as can be noted in Table 5.1 which identifies these households as recorded in the Census by their identified accommodation type.

**Table 5.1 Households identifying as WGoIT by Accommodation Type**

Households	Total: Accommodation type	House or bungalow	A flat, maisonette or apartment	A caravan or other mobile or temporary structure
<b>Greater Manchester</b>	<b>581</b>	<b>348</b>	<b>134</b>	<b>99</b>
Bolton	72	40	9	23
Bury	40	22	9	9
Manchester	188	130	54	4
Oldham	21	19	2	0
Rochdale	77	36	20	21
Salford	82	38	22	22
Stockport	18	15	3	0
Tameside	19	11	2	6
Trafford	19	10	6	3
Wigan	45	27	7	11

- 5.3 The 581 households identified in the Census relates particularly well when compared to the 496 household interviews that were conducted with the Traveller community for this research. In comparison, of the 496 interviews

<sup>28</sup> Tables 5.0a to 5.0d are taken from the Census 2011. Special tables were commissioned by ONS to cover the ethnicity and several data sets were produced and made available on the ONS website on the 21<sup>st</sup> January 2014. See Tables CT0127 and CT0128. Main article: <http://www.ons.gov.uk/ons/rel/census/2011-census-analysis/what-does-the-2011-census-tell-us-about-the-characteristics-of-gypsy-or-irish-travellers-in-england-and-wales-/index.html>

secured, 164 were with Gypsy and Traveller households living on a pitch and 332 were with Travelling Showperson households.

- 5.4 The 2011 Census, provides further information on actual residents and Table 5.2 provides details of the breakdown of people by authority and Greater Manchester as a whole.

Table 5.2 People from households identifying as WGoIT by Accommodation Type				
People	Total: Accommodation type	House or bungalow	A flat, maisonette or apartment	A caravan or other mobile or temporary structure
<b>Greater Manchester</b>	<b>1,466</b>	<b>1,015</b>	<b>215</b>	<b>236</b>
Bolton	213	131	27	55
Bury	72	46	15	11
Manchester	478	386	82	10
Oldham	62	58	4	0
Rochdale	177	88	27	62
Salford	180	98	34	48
Stockport	56	53	3	0
Tameside	37	22	4	11
Trafford	40	24	9	7
Wigan	151	109	10	32

## Caravan Counts and Authorised Pitches

- 5.5 Snapshot counts of the number of Gypsy and Traveller caravans were requested by the Government in 1979, and have since been made by local authorities on a voluntary basis every January and July. Their accuracy varies between local authorities and according to how information is included in the process. A major criticism is the non-involvement of Gypsies and Travellers themselves in the counts. However, the counts, conducted on a single day twice a year, are the only systematic source of information on the numbers and distribution of Gypsy and Traveller trailers. The counts include caravans (or trailers) on and off authorised sites (i.e. those with planning permission) but do not relate necessarily to the actual number of pitches on sites.
- 5.6 A major review of the counting system was undertaken in 2003 by the then Office of the Deputy Prime Minister (ODPM), which made a number of recommendations and improvements to the process. With effect from July 2013, the Department for Communities and Local Government (CLG) renamed the 'Gypsy and Traveller caravan count' as the 'traveller caravan count' *[sic]*. This does not reflect any change to the coverage of the count, but brings its title into line with the terminology used for planning policy purposes. Since 2011, each January count has included a count of caravans occupied

by Travelling Showpeople in each local authority in England. This count is undertaken annually.

5.7 The latest figures available are from the January 2014 Count of Traveller Caravans. Nationally, this found that:

- The total number of traveller caravans in England in January 2014 was 19,500, about 140 more than in January 2013;
- Approximately 6,850 caravans were on authorised socially-rented sites;
- The number of caravans on authorised privately-financed sites was just under 10,020;
- The number of caravans on unauthorised developments, on land owned by travellers, was around 1,660;
- The number of caravans on unauthorised encampments, on land not owned by travellers, was 980; and
- Overall, the January 2014 count indicated that 86% of traveller caravans in England were on authorised land and that 14% were on unauthorised land.

5.8 The figures for the last caravan count for the Greater Manchester authorities are set out in Table 5.3. This shows that there were a total of 288 caravans across Greater Manchester. The majority of these were on authorised sites with planning permission (267 or 92.7%); of these 197 or 68.4% were social rented and 70 or 24.3% were private. There were 21 caravans on unauthorised pitches without planning permission.

**Table 5.3 January 2014 Count of Traveller Caravans in Local Authorities in Greater Manchester**

Local Authority	On Authorised sites with planning permission		On Unauthorised pitches without planning permission	Total
	Social Rented	Total Private	Total unauthorised	
Bolton	36	0	0	36
Bury	24	0	0	24
Manchester	16	0	0	16
Oldham	0	0	0	0
Rochdale	52	0	21	73
Salford	61	0	0	61
Stockport	0	0	0	0
Tameside	0	5	0	5
Trafford	0	16	0	16
Wigan	8	49	0	57
<b>Greater Manchester</b>	<b>197</b>	<b>70</b>	<b>21</b>	<b>288</b>
<b>GM %</b>	<b>68.4%</b>	<b>24.3%</b>	<b>7.3%</b>	<b>100.0%</b>

Source: CLG January 2014 Count of Traveller Caravans

5.9 It should be noted that there may be more than one trailer per pitch, and in the case of households doubling up on pitches there could be several trailers. For

obvious reasons Gypsies and Travellers living on sites may not be present on the days on which the counts are conducted.

- 5.10 Table 5.4 summarises the range of sites known to the Local Authorities across Greater Manchester. There are 123 pitches on permanent Local Authority/Housing Association owned sites, 53 pitches on permanent private sites and five pitches on permanent private sites. Of the total 181 pitches identified 27 were vacant leaving a total of 154 occupied pitches in the study area

**Table 5.4 Summary of Gypsy and Traveller Pitches (as at November 2014)**

Authority	Pitches on Permanent Local Authority/Housing Association Sites	Pitches on Permanent Private Sites	Pitches on Temporary Private Sites	Total Pitches	Vacant Pitches	Total Occupied Pitches
Bolton	26	13	0	39	8	31
Bury	17	0	0	17	0	17
Manchester	16	0	0	16	5	11
Oldham	0	0	0	0	0	0
Rochdale	27	0	0	27	6	21
Salford	21	0	0	21	1	20
Stockport	0	0	0	0	0	0
Tameside	0	0	5	5	0	5
Trafford	0	17	0	17	0	17
Wigan	16	23	0	39	7	32
<b>Greater Manchester</b>	<b>123</b>	<b>53</b>	<b>5</b>	<b>181</b>	<b>27</b>	<b>154</b>

- 5.11 In terms of yard provision for Travelling Showpeople, there are a total of 350 plots comprising 176 plots on yards owned by Local Authorities and 190 plots on permanent private yards. A total of 16 plots were identified as empty. This is shown in Table 5.5.

**Table 5.5 Summary of Travelling Showperson's plots (as at November 2014)**

Authority	Plots on Permanent Local Authority Owned Yards/Housing Association	Plots on Permanent Private Yards	Total Plots	Vacant Plots	Total Occupied Plots
Bolton	54	37	91	2	89
Bury	0	20	20	0	20
Manchester	72	0	72	5	67
Oldham	0	0	0	0	0
Rochdale	0	0	0	0	0
Salford	50	50	100	0	100
Stockport	0	0	0	0	0
Tameside	0	47	47	9	38
Trafford	0	0	0	0	0
Wigan	0	36	36	0	36
<b>Greater Manchester</b>	<b>176</b>	<b>190</b>	<b>366</b>	<b>16</b>	<b>350</b>

- 5.12 Residents across these sites and yards were contacted and asked to participate in the study. A total of 496 interviews were achieved as presented in Table 3.2. In order to maintain confidentiality of responses, data are presented by Local Authority and household type, including Gypsies and Travellers living on sites (local authority and private authorised) and Travelling Showpeople living on yards (local authority, permanent private and temporary private).

## Tenure of respondents

- 5.13 Overall, 98% of Gypsies and Travellers own their own home and 2% rent from a Council. 100% of Travelling Showpeople own their own home (Table 5.6).

Table 5.6 Tenure of Respondents									
		Gypsies and Travellers							Total
		Bolton	Bury	Manchester	Rochdale	Salford	Trafford	Wigan	
Rent from Council	No	4							4
	%	10%							2%
Own home	No	36	17	16	21	20	17	33	160
	%	90%	100%	100%	100%	100%	100%	100%	98%
TOTAL	No	40	17	16	21	20	17	33	164
	%	100%	100%	100%	100%	100%	100%	100%	100%
		Travelling Showpeople						Total	
		Bolton	Bury	Manchester	Salford	Tameside	Wigan		
Own home	No	89	20	55	98	33	36	331	
	%	100%	100%	100%	100%	100%	100%	100%	
TOTAL	No	89	20	55	98	33	33	331	
	%	100%	100%	100%	100%	100%	100%	100%	

- 5.14 According to the responses given by respondents, there is considerable variation in land ownership across Greater Manchester (Table 5.7). Just over half (57%) of Gypsies and Travellers rent their pitch from a Local Authority. A further 27% rent the pitch privately without planning permission and 15% stated 'not applicable'. Of the Travelling Showpeople respondents, a majority of 92% stated 'not applicable' so it is difficult to obtain a true representation of land ownership.

<b>Table 5.7 Land Ownership</b>									
		<b>Gypsies and Travellers</b>							<b>Total</b>
		<b>Bolton</b>	<b>Bury</b>	<b>Manchester</b>	<b>Rochdale</b>	<b>Salford</b>	<b>Trafford</b>	<b>Wigan</b>	
Own land (no planning permission)	No							1	<b>1</b>
	%							3%	<b>1%</b>
Rent pitch from Council	No	26	17	14		20		16	<b>93</b>
	%	65%	100%	88%		100%		48%	<b>57%</b>
Rent pitch privately (no planning permission)	No	13*					17	15	<b>45</b>
	%	33%					100%	45%	<b>27%</b>
Not applicable	No			2	21			1	<b>24</b>
	%			13%	100%			3%	<b>15%</b>
Other	No	1							<b>1</b>
	%	3%							<b>1%</b>
<b>TOTAL</b>	<b>No</b>	<b>40</b>	<b>17</b>	<b>16</b>	<b>21</b>	<b>20</b>	<b>17</b>	<b>33</b>	<b>164</b>
	<b>%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
		<b>Travelling Showpeople</b>						<b>Total</b>	
		<b>Bolton</b>	<b>Bury</b>	<b>Manchester</b>	<b>Salford</b>	<b>Tameside</b>	<b>Wigan</b>		
Rent plot from Council	No	1		1					<b>2</b>
	%	1%		2%					<b>1%</b>
Rent plot privately (with planning permission)	No					2			<b>2</b>
	%					6%			<b>1%</b>
Rent plot privately (no planning permission)	No	13							<b>13</b>
	%	15%							<b>5%</b>
Not applicable		65	20	53	76	29	9		<b>252</b>
		77%	100%	98%	100%	94%	100%		<b>92%</b>
Other	No	5							<b>5</b>
	%	6%							<b>2%</b>
<b>TOTAL</b>	<b>No</b>	<b>84</b>	<b>20</b>	<b>54</b>	<b>76</b>	<b>31</b>	<b>9</b>		<b>274</b>
	<b>%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>		<b>100%</b>

\*As reported by respondents

## Repairs and improvements

- 5.15 The vast majority of all respondents stated that they had no repair problems (Table 5.8). Gypsies and Travellers did not mention any problems. Only 3% of Travelling Showpeople identified repairs and improvements needed, namely improvements to the slab/drive (2%), more space on pitch (1%) and bathroom facilities (1%).
- 5.16 CLG guidance states that sites should provide, as a minimum, access to a separate toilet, bath/shower room, and a kitchen and dining area should be provided.

**Table 5.8 Repair Problems**

		Gypsies and Travellers							Total
		Bolton	Bury	Manchester	Rochdale	Salford	Trafford	Wigan	
None	No	40	17	15	20	20	17	33	
	%	100%	100%	100%	100%	100%	100%	100%	100%
<b>TOTAL</b>	No	<b>40</b>	<b>17</b>	<b>15</b>	<b>20</b>	<b>20</b>	<b>17</b>	<b>33</b>	
	%	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

		Travelling Showpeople						Total
		Bolton	Bury	Manchester	Salford	Tameside	Wigan	
None	No	86	19	54	94	31	36	<b>320</b>
	%	96%	95%	100%	96%	94%	100%	<b>97%</b>
More space on pitch	No	1			1	1		<b>3</b>
	%	1%			1%	3%		<b>1%</b>
Slab/drive	No	2	1		3			<b>6</b>
	%	2%	5%		3%			<b>2%</b>
Bathroom facilities		1				1		<b>2</b>
		1%				3%		<b>1%</b>
<b>TOTAL</b>	No	<b>90</b>	<b>20</b>	<b>54</b>	<b>98</b>	<b>33</b>	<b>36</b>	<b>331</b>
	%	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

5.17 All respondents described the state of repair of their home as being good or very good (Table 5.9). 53% of Gypsies and Travellers and 69% of Travelling Showpeople described the state of repair as very good.

**Table 5.9 State of repair**

		Gypsies and Travellers							Total
		Bolton	Bury	Manchester	Rochdale	Salford	Trafford	Wigan	
Very good	No	23	6	9	11	8	10	18	<b>85</b>
	%	58%	35%	60%	52%	44%	59%	55%	<b>53%</b>
Good	No	17	11	6	10	10	7	15	<b>76</b>
	%	43%	65%	40%	48%	56%	41%	45%	<b>47%</b>
<b>TOTAL</b>	No	<b>40</b>	<b>17</b>	<b>15</b>	<b>21</b>	<b>18</b>	<b>17</b>	<b>33</b>	<b>161</b>
	%	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

		Travelling Showpeople						Total
		Bolton	Bury	Manchester	Salford	Tameside	Wigan	
Very good	No	57	18	35	65	25	25	<b>225</b>
	%	63%	90%	67%	68%	76%	69%	<b>69%</b>
Good	No	33	2	17	31	8	11	<b>102</b>
	%	37%	10%	33%	32%	24%	31%	<b>31%</b>
<b>TOTAL</b>	No	<b>90</b>	<b>20</b>	<b>52</b>	<b>96</b>	<b>33</b>	<b>36</b>	<b>327</b>
	%	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

## Space Requirements

- 5.18 Whilst there is no set pitch size, CLG guidance states that there should be sufficient space on pitches to allow for:
- Manoeuvrability of an average size trailer of up to 15 metres in length;
  - Capacity for larger mobile homes of up to 25 metres on a number of pitches on a site; and
  - A minimum of six metres between every trailer, caravan or park home that is separately occupied on a site.
- 5.19 Good practice would suggest that sites with between six and 12 pitches are preferable.
- 5.20 In terms of space for trailers, wagons and horse boxes, vehicles and loads (Table 5.10), all (100%) of Gypsies and Travellers felt they had enough space, and 99% of Travelling Showpeople felt that they had sufficient space.

Table 5.10      Space for trailers, wagons and horse boxes, vehicles and loads									
		Gypsies and Travellers							Total
		Bolton	Bury	Manchester	Rochdale	Salford	Trafford	Wigan	
Yes	No	40	17	15	21	19	17	33	162
	%	100%	100%	100%	100%	100%	100%	100%	100%
No	No								
	%								
TOTAL	No	40	17	15	21	19	17	33	162
	%	100%	100%	100%	100%	100%	100%	100%	100%

		Travelling Showpeople						Total
		Bolton	Bury	Manchester	Salford	Tameside	Wigan	
Yes	No	90	20	53	98	32	36	329
	%	100%	100%	96%	100%	97%	100%	99%
No	No			5		1		3
	%			4%		3%		1%
TOTAL	No	90	20	55	98	33	36	332
	%	100%	100%	100%	100%	100%	100%	100%

- 5.21 83% of Gypsies and Travellers felt that they had adequate space in their amenity blocks/sheds (Table 5.11), compared with 12% who felt it inadequate. While only 69% of Travelling Showpeople considered that they had enough space in their block/shed, this compared with only one respondent who felt the space inadequate. 31% of Travelling Showpeople considered this not relevant.

**Table 5.11 Enough space in amenity blocks/sheds**

		Gypsies and Travellers							Total
		Bolton	Bury	Manchester	Rochdale	Salford	Trafford	Wigan	
Yes	No	32	11	15	19	16	10	30	133
	%	82%	65%	100%	90%	89%	59%	91%	83%
No	No	7	6			2	1	3	19
	%	18%	35%			11%	6%	9%	12%
Not Relevant	No				2		6		8
	%				10%		35%		5%
TOTAL	No	39	17	15	21	18	17	33	160
	%	100%	100%	100%	100%	100%	100%	100%	100%

		Travelling Showpeople						Total
		Bolton	Bury	Manchester	Salford	Tameside	Wigan	
Yes	No	50	18	45	73	14	28	228
	%	56%	90%	82%	74%	42%	78%	69%
No	No			1				1
	%			2%				0%
Not Relevant	No	40	2	9	25	19	8	103
	%	44%	10%	16%	26%	58%	22%	31%
TOTAL	No	90	20	55	98	33	36	332
	%	100%	100%	100%	100%	100%	100%	100%

5.22 All (100%) of the Gypsy and Traveller respondents felt that they had enough space on their pitch (Table 5.12). 99% of Travelling Showpeople felt that they had adequate space. 1% said that they did not have enough space.

**Table 5.12 Enough space on pitch/plot**

		Gypsies and Travellers							Total
		Bolton	Bury	Manchester	Rochdale	Salford	Trafford	Wigan	
Yes	No	40	17	15	21	19	17	33	162
	%	100%	100%	100%	100%	100%	100%	100%	100%
No	No								
	%								
Not Relevant	No								
	%								
TOTAL	No	40	17	15	21	19	17	33	162
	%	100%	100%	100%	100%	100%	100%	100%	100%

		Travelling Showpeople						Total
		Bolton	Bury	Manchester	Salford	Tameside	Wigan	
Yes	No	88	20	53	98	31	36	326
	%	99%	100%	96%	100%	94%	100%	98%
No	No	1		2		1		4
	%	1%		4%		3%		1%
Not Relevant	No					1		1
	%					3%		0%
TOTAL	No	89	20	55	98	33	36	331
	%	100%	100%	100%	100%	100%	100%	100%

## Satisfaction with location of your home

- 5.23 Satisfaction with the location of the home is relatively high (Table 5.13), with 100% of Gypsies and Travellers stating that they were very satisfied or satisfied. A very similar trend was seen among Travelling Showpeople, although two respondents said they were neither satisfied nor dissatisfied and one respondent said they were dissatisfied.

Table 5.13 Satisfaction with the location of your home									
		Gypsies and Travellers							Total
		Bolton	Bury	Manchester	Rochdale	Salford	Trafford	Wigan	
Very Satisfied	No	34	10	10	11	15	7	20	107
	%	85%	59%	63%	52%	75%	41%	61%	65%
Satisfied	No	6	7	6	10	5	10	39	57
	%	15%	41%	38%	48%	25%	59%	13%	35%
Neither Satisfied nor Dissatisfied	No								
	%								
Dissatisfied	No								
	%								
Very Dissatisfied	No								
	%								
TOTAL	No	40	17	16	21	20	17	33	164
	%	100%	100%	100%	100%	100%	100%	100%	100%
		Travelling Showpeople						Total	
		Bolton	Bury	Manchester	Salford	Tameside	Wigan		
Very Satisfied	No	68	13	28	51	17	24	201	
	%	76%	65%	52%	52%	52%	71%	61%	
Satisfied	No	22	7	25	47	14	10	125	
	%	24%	35%	46%	48%	42%	29%	38%	
Neither Satisfied nor Dissatisfied	No					2		2	
	%					6%		1%	
Dissatisfied	No			1				1	
	%			2%				0%	
Very Dissatisfied	No								
	%								
TOTAL	No	90	20	54	98	33	34	329	
	%	100%	100%	100%	100%	100%	100%	100%	

## Overcrowding

- 5.24 None of the Gypsy and Traveller respondents and only 1% of Travelling Showpeople thought that their home was overcrowded (Table 5.14).

**Table 5.14 Do you think your home / trailer / pitch is overcrowded?**

		Gypsies and Travellers							Total
		Bolton	Bury	Manchester	Rochdale	Salford	Trafford	Wigan	
Yes	No								
	%								
No	No	40	17	16	21	20	17	32	<b>163</b>
	%	100%	100%	100%	100%	100%	100%	100%	<b>100%</b>
<b>TOTAL</b>	<b>No</b>	<b>40</b>	<b>17</b>	<b>16</b>	<b>21</b>	<b>20</b>	<b>17</b>	<b>32</b>	<b>163</b>
	<b>%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

		Travelling Showpeople						Total
		Bolton	Bury	Manchester	Salford	Tameside	Wigan	
Yes	No			1	1	2		<b>4</b>
	%			2%	1%	6%		<b>1%</b>
No	No	90	20	54	97	31	36	<b>328</b>
	%	100%	100%	98%	99%	94%	100%	<b>99%</b>
<b>TOTAL</b>	<b>No</b>	<b>90</b>	<b>20</b>	<b>55</b>	<b>98</b>	<b>33</b>	<b>36</b>	<b>332</b>
	<b>%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

## Facilities shared with other households

- 5.25 Respondents were asked if they have to share facilities with another household.
- 5.26 Sharing toilet facilities was mentioned by six Gypsy and Traveller households (who all lived in Bolton).
- 5.27 None of the Travelling Showperson households reported the need to share facilities with another household.

## Cost of accommodation

- 5.28 Very few respondents gave information on the cost of accommodation and no findings can be reported.
- 5.29 Please note that it was not deemed culturally sensitive to ask about income in the survey.

## Location to amenities

- 5.30 Respondents were asked if they felt being near to a range of amenities was important, slightly important or not important to them (Table 5.15). 100% of Gypsies and Travellers felt that being close to a Doctor, Shops and a Post Office/Cash Point was important and virtually all (99%) felt being close to a main road was important. Amongst Travelling Showpeople, similar results were noted.

**Table 5.15 Location to amenities**

<b>Primary Schools</b>		<b>Gypsies and Travellers</b>							
		<b>Bolton</b>	<b>Bury</b>	<b>Manchester</b>	<b>Rochdale</b>	<b>Salford</b>	<b>Trafford</b>	<b>Wigan</b>	<b>TOTAL</b>
Important	No	33	17	6	10	18	11	20	115
	%	83%	100%	38%	48%	90%	65%	61%	70%
Slightly important	No	7		10	11	2	6	13	49
	%	18%		63%	52%	10%	35%	39%	30%
Not important	No								
	%								
<b>TOTAL</b>	<b>No</b>	<b>40</b>	<b>17</b>	<b>16</b>	<b>21</b>	<b>20</b>	<b>17</b>	<b>33</b>	<b>164</b>
	<b>%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
<b>Secondary Schools</b>		<b>Gypsies and Travellers</b>							
		<b>Bolton</b>	<b>Bury</b>	<b>Manchester</b>	<b>Rochdale</b>	<b>Salford</b>	<b>Trafford</b>	<b>Wigan</b>	<b>TOTAL</b>
Important	No	33	17	6	10	17	11	18	112
	%	83%	100%	38%	48%	85%	65%	55%	68%
Slightly important	No	7		10	11	3	6	15	52
	%	18%		63%	52%	15%	35%	45%	32%
Not important	No								
	%								
<b>TOTAL</b>	<b>No</b>	<b>40</b>	<b>17</b>	<b>16</b>	<b>21</b>	<b>20</b>	<b>17</b>	<b>33</b>	<b>164</b>
	<b>%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
<b>Doctors</b>		<b>Gypsies and Travellers</b>							
		<b>Bolton</b>	<b>Bury</b>	<b>Manchester</b>	<b>Rochdale</b>	<b>Salford</b>	<b>Trafford</b>	<b>Wigan</b>	<b>TOTAL</b>
Important	No	40	17	16	21	20	17	33	164
	%	100%	100%	100%	100%	100%	100%	100%	100%
Slightly important	No								
	%								
Not important	No								
	%								
<b>TOTAL</b>	<b>No</b>	<b>40</b>	<b>17</b>	<b>16</b>	<b>21</b>	<b>20</b>	<b>17</b>	<b>33</b>	<b>164</b>
	<b>%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
<b>Shops</b>		<b>Gypsies and Travellers</b>							
		<b>Bolton</b>	<b>Bury</b>	<b>Manchester</b>	<b>Rochdale</b>	<b>Salford</b>	<b>Trafford</b>	<b>Wigan</b>	<b>TOTAL</b>
Important	No	40	17	16	21	20	17	33	164
	%	100%	100%	100%	100%	100%	100%	100%	100%
Slightly important	No								
	%								
Not important	No								
	%								
<b>TOTAL</b>	<b>No</b>	<b>40</b>	<b>17</b>	<b>16</b>	<b>21</b>	<b>20</b>	<b>17</b>	<b>33</b>	<b>164</b>
	<b>%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

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Table 5.15 (continued)

Post Office / cash point machine		Gypsies and Travellers							
		Bolton	Bury	Manchester	Rochdale	Salford	Trafford	Wigan	TOTAL
Important	No	40	17	16	21	20	17	33	164
	%	100%	100%	100%	100%	100%	100%	100%	100%
Slightly important	No								
	%								
Not important	No								
	%								
<b>TOTAL</b>	<b>No</b>	<b>40</b>	<b>17</b>	<b>16</b>	<b>21</b>	<b>20</b>	<b>17</b>	<b>33</b>	<b>164</b>
	<b>%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
Pubs		Gypsies and Travellers							
		Bolton	Bury	Manchester	Rochdale	Salford	Trafford	Wigan	TOTAL
Important	No	12	3	5	3	1	4	10	38
	%	30%	18%	31%	14%	5%	24%	30%	23%
Slightly important	No	8	10	11	17	5	8	15	74
	%	20%	59%	69%	81%	25%	47%	45%	45%
Not important	No	20	4		1	14	5	8	52
	%	50%	24%		5%	70%	29%	24%	32%
<b>TOTAL</b>	<b>No</b>	<b>40</b>	<b>17</b>	<b>16</b>	<b>21</b>	<b>20</b>	<b>17</b>	<b>33</b>	<b>164</b>
	<b>%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
Public Transport		Gypsies and Travellers							
		Bolton	Bury	Manchester	Rochdale	Salford	Trafford	Wigan	TOTAL
Important	No	36	17	16	21	18	14	33	155
	%	90%	100%	100%	100%	90%	82%	100%	95%
Slightly important	No	3				2	3		8
	%	8%				10%	18%		5%
Not important	No	1							1
	%	3%							1%
<b>TOTAL</b>	<b>No</b>	<b>40</b>	<b>17</b>	<b>16</b>	<b>21</b>	<b>20</b>	<b>17</b>	<b>33</b>	<b>164</b>
	<b>%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
Main roads		Gypsies and Travellers							
		Bolton	Bury	Manchester	Rochdale	Salford	Trafford	Wigan	TOTAL
Important	No	39	17	16	21	20	17	33	163
	%	98%	100%	100%	100%	100%	100%	100%	99%
Slightly important	No	1							1
	%	3%							1%
Not important	No								
	%								
<b>TOTAL</b>	<b>No</b>	<b>40</b>	<b>17</b>	<b>16</b>	<b>21</b>	<b>20</b>	<b>17</b>	<b>33</b>	<b>164</b>
	<b>%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
Other		Gypsies and Travellers							
		Bolton	Bury	Manchester	Rochdale	Salford	Trafford	Wigan	TOTAL
Important	No								
	%								
Slightly important	No								
	%								
Not important	No								
	%								
<b>TOTAL</b>	<b>No</b>								
	<b>%</b>								

**Table 5.15 Location to amenities (continued)**

<b>Primary Schools</b>		<b>Travelling Showpeople</b>						
		<b>Bolton</b>	<b>Bury</b>	<b>Manchester</b>	<b>Salford</b>	<b>Tameside</b>	<b>Wigan</b>	<b>TOTAL</b>
Important	No	53	11	32	57	20	19	192
	%	59%	55%	58%	58%	61%	53%	58%
Slightly important	No	36	9	21	38	13	15	132
	%	40%	45%	38%	39%	39%	42%	40%
Not important	No	1		2	3		2	8
	%	1%		4%	3%		6%	2%
<b>TOTAL</b>	<b>No</b>	<b>90</b>	<b>20</b>	<b>55</b>	<b>98</b>	<b>33</b>	<b>36</b>	<b>332</b>
	<b>%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
<b>Secondary Schools</b>		<b>Travelling Showpeople</b>						
		<b>Bolton</b>	<b>Bury</b>	<b>Manchester</b>	<b>Salford</b>	<b>Tameside</b>	<b>Wigan</b>	<b>TOTAL</b>
Important	No	53	11	32	57	20	19	192
	%	59%	55%	58%	58%	61%	53%	58%
Slightly important	No	36	9	21	38	13	15	132
	%	40%	45%	38%	39%	39%	42%	40%
Not important	No	1		2	3		2	8
	%	1%		4%	3%		6%	2%
<b>TOTAL</b>	<b>No</b>	<b>90</b>	<b>20</b>	<b>55</b>	<b>98</b>	<b>33</b>	<b>36</b>	<b>332</b>
	<b>%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
<b>Doctors</b>		<b>Travelling Showpeople</b>						
		<b>Bolton</b>	<b>Bury</b>	<b>Manchester</b>	<b>Salford</b>	<b>Tameside</b>	<b>Wigan</b>	<b>TOTAL</b>
Important	No	90	20	54	98	33	36	331
	%	100%	100%	98%	100%	100%	100%	100%
Slightly important	No			1				1
	%			2%				0%
Not important	No							
	%							
<b>TOTAL</b>	<b>No</b>	<b>90</b>	<b>20</b>	<b>55</b>	<b>98</b>	<b>33</b>	<b>36</b>	<b>332</b>
	<b>%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
<b>Shops</b>		<b>Travelling Showpeople</b>						
		<b>Bolton</b>	<b>Bury</b>	<b>Manchester</b>	<b>Salford</b>	<b>Tameside</b>	<b>Wigan</b>	<b>TOTAL</b>
Important	No	90	20	55	98	32	36	331
	%	100%	100%	100%	100%	97%	100%	100%
Slightly important	No					1		1
	%					3%		0%
Not important	No							
	%							
<b>TOTAL</b>	<b>No</b>	<b>90</b>	<b>20</b>	<b>55</b>	<b>98</b>	<b>33</b>	<b>36</b>	<b>332</b>
	<b>%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

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Table 5.15 (continued)

Post Office/ Cash machine		Travelling Showpeople						
		Bolton	Bury	Manchester	Salford	Tameside	Wigan	TOTAL
Important	No	90	20	55	98	32	36	331
	%	100%	100%	100%	100%	97%	100%	100%
Slightly important	No					1		1
	%					3%		0%
Not important	No							
	%							
<b>TOTAL</b>	<b>No</b>	<b>90</b>	<b>20</b>	<b>55</b>	<b>98</b>	<b>33</b>	<b>36</b>	<b>332</b>
	<b>%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
Pubs		Travelling Showpeople						
		Bolton	Bury	Manchester	Salford	Tameside	Wigan	TOTAL
Important	No	17	4	11	7	4	3	46
	%	19%	20%	20%	7%	12%	8%	14%
Slightly important	No	51	13	40	62	20	22	208
	%	57%	65%	73%	63%	61%	61%	63%
Not important	No	22	3	4	29	9	11	78
	%	24%	15%	7%	30%	27%	31%	23%
<b>TOTAL</b>	<b>No</b>	<b>90</b>	<b>20</b>	<b>55</b>	<b>98</b>	<b>33</b>	<b>36</b>	<b>332</b>
	<b>%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
Public Transport		Travelling Showpeople						
		Bolton	Bury	Manchester	Salford	Tameside	Wigan	TOTAL
Important	No	88	20	53	98	31	36	326
	%	98%	100%	96%	100%	94%	100%	98%
Slightly important	No	2		2		2		6
	%	2%		4%		6%		2%
Not important	No							
	%							
<b>TOTAL</b>	<b>No</b>	<b>90</b>	<b>20</b>	<b>55</b>	<b>98</b>	<b>33</b>	<b>36</b>	<b>332</b>
	<b>%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
Main Roads		Travelling Showpeople						
		Bolton	Bury	Manchester	Salford	Tameside	Wigan	TOTAL
Important	No	90	20	55	98	32	36	331
	%	100%	100%	100%	100%	97%	100%	100%
Slightly important	No					1		1
	%					3%		0%
Not important	No							
	%							
<b>TOTAL</b>	<b>No</b>	<b>90</b>	<b>20</b>	<b>55</b>	<b>98</b>	<b>33</b>	<b>36</b>	<b>332</b>
	<b>%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
Other		Travelling Showpeople						
		Bolton	Bury	Manchester	Salford	Tameside	Wigan	TOTAL
Important	No			1	1			2
	%			100%	100%			67%
Slightly important	No					1		1
	%					100%		33%
Not important	No							
	%							
<b>TOTAL</b>	<b>No</b>			<b>1</b>	<b>1</b>	<b>1</b>		<b>3</b>
	<b>%</b>			<b>100%</b>	<b>100%</b>	<b>100%</b>		<b>100%</b>

## Household mobility

- 5.31 Although almost all respondents stated that they were not intending to move in the next five years, the household survey identified a high degree of mobility in the preceding five years, with 75% of Gypsy and Traveller households and 83% of Travelling Showperson households moving to their current place of residence in the past five years (Table 5.16).

**Table 5.16 Length of residence**

		Gypsies and Travellers							Total
		Bolton	Bury	Manchester	Rochdale	Salford	Trafford	Wigan	
Up to 1 year	No								
	%								
Over 1 and up to 2 years	No	1		1					2
	%	3%		6%					1%
Over 2 and up to 3 years	No	3		3	4	3		2	15
	%	8%		19%	19%	17%		6%	9%
Over 3 and up to 4 years	No	15	8	8	10	4	5	5	55
	%	38%	47%	50%	48%	22%	31%	16%	35%
Over 4 and up to 5 years	No	12	7	3	5	7	5	9	48
	%	31%	41%	19%	24%	39%	31%	28%	30%
5 years or over	No	8	2	1	2	4	6	16	39
	%	21%	12%	6%	10%	22%	38%	50%	25%
<b>TOTAL</b>	<b>No</b>	<b>39</b>	<b>17</b>	<b>16</b>	<b>21</b>	<b>18</b>	<b>16</b>	<b>32</b>	<b>159</b>
	<b>%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
		Travelling Showpeople						Total	
		Bolton	Bury	Manchester	Salford	Tameside	Wigan		
Up to 1 year	No								
	%								
Over 1 and up to 2 years	No		1		1				2
	%		5%		1%				1%
Over 2 and up to 3 years	No	5	3	8	10	1	1		28
	%	6%	16%	15%	11%	3%	3%		9%
Over 3 and up to 4 years	No	30	8	20	29	9	12		108
	%	34%	42%	36%	31%	27%	35%		33%
Over 4 and up to 5 years	No	47	5	17	28	16	19		132
	%	53%	26%	31%	29%	48%	56%		41%
5 years or over	No	7	2	10	27	7	2		55
	%	8%	11%	18%	28%	21%	6%		17%
<b>TOTAL</b>	<b>No</b>	<b>89</b>	<b>19</b>	<b>55</b>	<b>95</b>	<b>33</b>	<b>34</b>		<b>325</b>
	<b>%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>		<b>100%</b>

## Planned Moves

- 5.32 Respondents were asked whether they planned to move over the next five years (Table 5.17). All Gypsy and Traveller respondents and 99% of

Travelling Showperson respondents stated that they planned to stay where they are based now.

**Table 5.17 Respondents planning to move in the next 5 years**

		Gypsies and Travellers							Total
		Bolton	Bury	Manchester	Rochdale	Salford	Trafford	Wigan	
Plan to stay where they are based now	No	40	17	16	21	20	17	33	164
	%	100%	100%	100%	100%	100%	100%	100%	100%
Plan to move elsewhere	No								
	%								
<b>TOTAL</b>	<b>No</b>	<b>40</b>	<b>17</b>	<b>16</b>	<b>21</b>	<b>20</b>	<b>17</b>	<b>33</b>	<b>164</b>
	<b>%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

		Travelling Showpeople						Total
		Bolton	Bury	Manchester	Salford	Tameside	Wigan	
Plan to stay where they are based now	No	90	20	54	98	31	36	329
	%	100%	100%	98%	100%	94%	100%	99%
Plan to move elsewhere	No			1		2		3
	%			2%		6%		1%
<b>TOTAL</b>	<b>No</b>	<b>90</b>	<b>20</b>	<b>55</b>	<b>98</b>	<b>33</b>	<b>36</b>	<b>332</b>
	<b>%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

## 6. Needs Analysis Modelling for 2014/15 to 2018/19 – Gypsies and Travellers

### Overview of modelling

- 6.1 Two models have been prepared. The first is a baseline model which considers need arising from households already living on pitches. The second model also takes into account the potential impact of households living in bricks and mortar accommodation on the need for pitches.

### Baseline model

- 6.2 In terms of need, the baseline model considers:
- The baseline number of households on authorised and unauthorised sites (as at November 2014);
  - Existing households planning to move to a pitch in the next five years;
  - Emerging households (currently on sites) and needing a pitch within the study area ; to derive a figure for
  - Total need.
- 6.3 In terms of supply, the baseline model considers :
- Total supply of pitches on authorised sites;
  - Turnover on existing authorised sites;
  - Vacant pitches and potential new supply on authorised sites; to derive
  - Total supply of authorised pitches based on turnover and existing pitch provision.
- 6.4 The baseline model then reconciles total need and existing authorised supply by summarising:
- Total need for pitches; and
  - Total supply of authorised pitches.
- 6.5 The assessment of current need should, in line with the guidance, take account of existing supply and need. In the CLG model, current residential supply refers to local authority residential sites and authorised privately owned sites.
- 6.6 In this assessment we have reported the existing number of pitches on authorised local authority/housing association and private sites (this is the actual number of pitches on sites available for occupancy in November 2014).
- 6.7 Because of the high level of response from households living on pitches, it has not been necessary to weight the data. The actual number of individual

households engaged with the study exceeds the population as reported in the 2011 census.

### Description of factors in the baseline model

- 6.8 Table 6.1 provides a summary of the future pitch requirement calculation using the baseline model. Each component in the model is now discussed to ensure that the process is transparent and any assumptions clearly stated.

#### *Need*

##### **Current pitches (1a to 1g)**

- 6.9 These figures are derived from Local Authority/Housing Association data and the site census' carried out as part of the fieldwork. On some sites, the total number of households exceeded the number of occupied pitches suggesting that some 'doubling up' is taking place.

##### **Current households in bricks and mortar accommodation (2)**

- 6.10 This figure has been derived from the 2011 census that identified how many households lived in bricks and mortar accommodation. This is presented in the baseline model for information only.

##### **Households planning to move in the next five years (3)**

- 6.11 This was derived from information from the household survey for respondents currently on authorised and unauthorised pitches. Every respondent stated that they intend to remain where they are and not move in the next five years.

##### **Emerging households (4)**

- 6.12 This is the number of households expected to emerge in the next five years based on household survey information from respondents living on pitches. Analysis also considers where emerging households are planning to move to. There are a total of 57 emerging households identified in the survey of whom 56 plan to live on the current site they are on and one plans to live on another site in their Authority area.

##### **Total need for pitches (5)**

- 6.13 This is a total of current households on pitches, households on pitches planning to move in the next five years and demand from emerging households living on pitches.

### *Supply*

#### **Current supply of pitches (6)**

- 6.14 This is a summary of the total number of authorised pitches (excluding turnover) and the number of vacant authorised pitches. This suggests a total current supply of 184 pitches (158 occupied authorised pitches, 26 vacant pitches). In addition, there are five pitches that will be available for letting once they have been refurbished).

#### **Need minus supply (excluding turnover) (7)**

- 6.15 This is a summary of pitch need minus current supply and presents the underlying mismatch between supply and need before turnover rates on sites is considered. This suggests a shortfall of 34 Gypsy and Traveller pitches across Greater Manchester.

#### **Turnover on existing pitches (8)**

- 6.16 The potential turnover on existing pitches has been considered based on the extent to which households currently on pitches expect to move in the next five years. As no household has stated that they expect to move, turnover is zero. However, it should be noted that in the past five years, 75.6% of households had stated that they had moved to their current pitch which would suggest a degree of turnover is likely to take place which has the potential to reduce the scale of need evidenced in the model.

#### **Total supply including turnover (9)**

- 6.17 This figure is based on the total number of authorised permanent pitches available plus expected turnover and vacant pitch provision. The model therefore assumes a total current availability of 184 pitches (158 occupied authorised pitches, 26 vacant authorised pitches) plus five pitches to be available for letting once they have been refurbished).

### *Reconciling supply and need*

- 6.18 There is a total need over the next five years (2014/15 to 2018/19) for 223 pitches across Greater Manchester compared with a current supply of 189 authorised pitches resulting in an overall pitch shortfall of 34. Analysis does not factor in the potential for additional pitches which are subject to planning permission, proposed in emerging Local Plans or site allocations DPDs, nor any expansion of existing sites. Table 6.2 summarises current supply and future need for the local authorities over the period 2014/15 to 2018/19. This should be viewed as a minimum requirement based on the current supply of pitches and the views expressed by Gypsies and Traveller households who have been interviewed; and from estimates of need from households. This analysis suggests that there is a shortfall of pitches across most of the Authorities where there are Gypsies and Travellers with the exception Stockport and Oldham where no need is indicated and in Salford where there is sufficient capacity relative to identified need.

**Table 6.1 Summary of demand and supply factors: Gypsies and Travellers: Baseline Model 2014/15 to 2018/19**

			Greater Manchester Total	Bolton	Bury	Manchester	Oldham	Rochdale	Salford	Stockport	Tameside	Trafford	Wigan
<b>NEED</b>													
<b>1</b>	<b>Total households living on pitches</b>	1a. On LA Site	116	26	17	16	0	21	20	0	0	0	16
		1b. On Housing Association Site	0	0	0	0	0	0	0	0	0	0	0
		1c. On Private Site - Authorised	48	14	0	0	0	0	0	0	0	17	17
		1d. On Private Site - Temporary Authorised	2	0	0	0	0	0	0	0	2	0	0
		1e. Unauthorised	0	0	0	0	0	0	0	0	0	0	0
		1f. Unauthorised tolerated	0	0	0	0	0	0	0	0	0	0	0
		<b>1g. Total (1a to 1f)</b>	<b>166</b>	<b>40</b>	<b>17</b>	<b>16</b>	<b>0</b>	<b>21</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>33</b>
<b>2</b>	<b>Current households in bricks and mortar accommodation (estimate based on 2011 census data)</b>	<b>2a. TOTAL</b>	<b>482</b>	<b>49</b>	<b>31</b>	<b>184</b>	<b>21</b>	<b>56</b>	<b>60</b>	<b>18</b>	<b>13</b>	<b>16</b>	<b>34</b>
<b>3</b>	<b>Existing households on sites planning to move in next 5 years</b>	<b>Currently on sites</b>											
		3a. To another pitch/same site	0	0	0	0	0	0	0	0	0	0	0
		3b. To another site in local authority area	0	0	0	0	0	0	0	0	0	0	0
		3c. From site to Bricks and Mortar	0	0	0	0	0	0	0	0	0	0	0
		3d. To a site/B&M outside study area	0	0	0	0	0	0	0	0	0	0	0
		<b>3f. TOTAL Net impact (-3c-3d)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>4</b>	<b>Emerging households on sites (5 years)</b>	4a. Currently on site and planning to live on current site	56	11	5	4	0	11	4	0	0	7	14
		4b. Currently on sites and planning to live on another site in LA	1	0	0	1	0	0	0	0	0	0	0
		4c. Currently on site and planning to live on site outside the study area	0	0	0	0	0	0	0	0	0	0	0
		4d. Currently on Site and moving to B&M (no net impact)	0	0	0	0	0	0	0	0	0	0	0
		<b>4f. TOTAL (4a+4b)</b>	<b>57</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>14</b>
<b>5</b>	<b>Total Need</b>	<b>1g+3f+4f</b>	<b>223</b>	<b>51</b>	<b>22</b>	<b>21</b>	<b>0</b>	<b>32</b>	<b>24</b>	<b>0</b>	<b>2</b>	<b>24</b>	<b>47</b>

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Table 6.1 (continued)

			Greater Manchester Total	Bolton	Bury	Manchester	Oldham	Rochdale	Salford	Stockport	Tameside	Trafford	Wigan
<b>SUPPLY</b>													
6	Current supply of authorised pitches	6a Current occupied authorised pitches	158	39	17	11	0	21	20	0	0	17	33
		6b Current vacancies on authorised pitches	26	8	0	4	0	6	1	0	0	0	7
		6c. Re-provision of pitches following refurb.	5	0	0	0	0	0	5	0	0	0	0
		<b>6d. TOTAL current authorised supply (6a+6b+6c)</b>	<b>189</b>	<b>47</b>	<b>17</b>	<b>15</b>	<b>0</b>	<b>27</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>40</b>
7	Summary of need and authorised supply excluding turnover	7a. Need - supply (5-6d)	34	4	5	6	0	5	-2	0	2	7	7
8	Turnover on authorised sites	8a. Turnover on pitches which will provide for residents moving within or having a connection with the LA area	0	0	0	0	0	0	0	0	0	0	0
9	Total supply of pitches (5 yrs) including turnover	9a. Current authorised pitch provision, vacant pitches and turnover (6d + 8a)	189	47	17	15	0	27	26	0	0	17	40
<b>RECONCILING NEED AND SUPPLY</b>													
10	Total need for pitches	5 years (from 5)	223	51	22	21	0	32	24	0	2	24	47
11	Total supply of authorised pitches	5 years (from 9a)	189	47	17	15	0	27	26	0	0	17	40
<b>5yr Authorised Pitch Shortfall (2014/15 to 2018/19)</b>			<b>34</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>5</b>	<b>-2</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>7</b>

**Table 6.2 Summary of current pitch supply and shortfalls: Baseline model (2014/15 to 2018/19)**

Authority	Current occupied authorised pitches	Vacant pitches (Nov 2014)	Total authorised pitch supply	Total need (5 years)	Total need minus current authorised supply (excluding turnover)
Bolton	39	8	47	51	4
Bury	17	0	17	22	5
Manchester	11	4	15	21	6
Oldham	0	0	0	0	0
Rochdale	21	6	27	32	5
Salford	20	1 + 5 being refurbished	21 + 5 being refurbished	24	-2
Stockport	0	0	0	0	0
Tameside	0	0	0	2	2
Trafford	17	0	17	24	7
Wigan	33	7	40	47	7
<b>Greater Manchester</b>	<b>158</b>	<b>26+5 being refurbished</b>	<b>184 + 5 being refurbished</b>	<b>223</b>	<b>34</b>

## Description of factors in the alternative model

- 6.19 The alternative model factors in potential need from Gypsies and Travellers currently living in bricks and mortar accommodation and is presented in Table 6.3. This includes two additional rows compared with the Baseline model in Table 6.1:
- Row 3e (existing households currently in bricks and mortar and wanting to move to a pitch (estimate)); and
  - Row 4d (emerging households currently in bricks and mortar and wanting to move to a pitch (estimate)).
- 6.20 The estimates of existing and emerging households living in bricks and mortar accommodation and wanting to move to a pitch are based on data collected from bricks and mortar households in 22 other GTAA's prepared by arc<sup>4</sup>. These have identified that 6.7% of existing households living in bricks and mortar expressed a preference for living on a site (Row 3e) and an equivalent of 7.8% of people living in bricks and mortar are emerging households who have expressed a preference for living on a site (Row 4d).
- 6.21 The alternative model therefore assumes an additional requirement for 31 pitches from existing households living in bricks and mortar accommodation who are likely to prefer to live on a pitch based on arc<sup>4</sup> studies elsewhere; and an additional requirement from 37 emerging households living in bricks and mortar households. The alternative model considers an aspirational

preference for living on sites rather than an actual need as assessed in the baseline model.

### Reconciling supply and need

- 6.22 By factoring in the potential need for pitches from households living in bricks and mortar accommodation, there would be a total need over the next five years (2014/15 to 2018/19) for 291 pitches across Greater Manchester compared with a current supply of 189 authorised pitches resulting in an overall pitch shortfall of 102. Analysis does not factor in the potential for additional pitches which are subject to planning permission, proposed in emerging Local Plans or site allocations DPDs, nor any expansion of existing sites.
- 6.23 Table 6.4 summarises current supply and future need for the local authorities over the period 2014/15 to 2018/19. This should be viewed as a minimum requirement based on the current supply of pitches and the views expressed by Gypsies and Traveller households who have been interviewed; and from estimates of need from households and emerging households living in bricks and mortar accommodation. This analysis suggests that there is a shortfall of pitches across all Authorities using an alternative modelling assumption.

**Table 6.3 Summary of demand and supply factors: Gypsies and Travellers: Alternative Model 2014/15 to 2018/19**

			Greater Manchester Total	Bolton	Bury	Manchester	Oldham	Rochdale	Salford	Stockport	Tameside	Trafford	Wigan
<b>NEED</b>													
<b>1</b>	<b>Total households living on pitches</b>	1a. On LA Site	116	26	17	16	0	21	20	0	0	0	16
		1b. On Housing Association Site	0	0	0	0	0	0	0	0	0	0	0
		1c. On Private Site - Authorised	48	14	0	0	0	0	0	0	0	17	17
		1d. On Private Site – Temp Auth	2	0	0	0	0	0	0	0	2	0	0
		1e. Unauthorised	0	0	0	0	0	0	0	0	0	0	0
		1f. Unauthorised tolerated	0	0	0	0	0	0	0	0	0	0	0
		<b>1g. Total (1a to 1f)</b>	<b>166</b>	<b>40</b>	<b>17</b>	<b>16</b>	<b>0</b>	<b>21</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>33</b>
<b>2</b>	<b>Current households in bricks and mortar accommodation (estimate based on 2011 census data)</b>	<b>2a. TOTAL</b>	<b>482</b>	<b>49</b>	<b>31</b>	<b>184</b>	<b>21</b>	<b>56</b>	<b>60</b>	<b>18</b>	<b>13</b>	<b>16</b>	<b>34</b>
<b>3</b>	<b>Existing households on sites planning to move in next 5 years</b>	<b>Currently on sites</b>											
		3a. To another pitch/same site	0	0	0	0	0	0	0	0	0	0	0
		3b. To another site in local authority area	0	0	0	0	0	0	0	0	0	0	0
		3c. From site to Bricks and Mortar	0	0	0	0	0	0	0	0	0	0	0
		3d. To a site/B&M outside study area	0	0	0	0	0	0	0	0	0	0	0
		3e. Currently in B&M and wants to move to a pitch (estimate)	31	3	2	12	1	4	4	1	1	1	2
		<b>3f. TOTAL Net impact (-3c-3d+3e)</b>	<b>31</b>	<b>3</b>	<b>2</b>	<b>12</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>
<b>4</b>	<b>Emerging households on sites (5 years)</b>	4a. Currently on site and planning to live on current site	56	11	5	4	0	11	4	0	0	7	14
		4b. Currently on sites and planning to live on another site in LA	1	0	0	1	0	0	0	0	0	0	0
		4c. Currently on site and planning to live on site outside the study area	0	0	0	0	0	0	0	0	0	0	0
		4d. Currently in B&M planning to move to a site in LA (estimate)	37	4	2	14	2	4	5	1	1	1	3
		4e. Currently on Site and moving to B&M (no net impact) or currently in B&M moving to B&M (no net impact)	0	0	0	0	0	0	0	0	0	0	0
		<b>4f. TOTAL (4a+4b+4c+4d)</b>	<b>94</b>	<b>15</b>	<b>7</b>	<b>19</b>	<b>2</b>	<b>15</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>17</b>
		<b>1g+3f+4f</b>	<b>291</b>	<b>58</b>	<b>26</b>	<b>47</b>	<b>3</b>	<b>40</b>	<b>33</b>	<b>2</b>	<b>4</b>	<b>26</b>	<b>52</b>
<b>5</b>	<b>Total Need</b>												

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Table 6.3 (continued)

SUPPLY													
6	Current supply of authorised pitches	6a Current occupied authorised pitches	158	39	17	11	0	21	20	0	0	17	33
		6b Current vacancies on authorised pitches	26	8	0	4	0	6	1	0	0	0	7
		6c. Re-provision of pitches following refurb.	5	0	0	0	0	0	5	0	0	0	0
		<b>6d. TOTAL current authorised supply (6a+6b+6c)</b>	<b>189</b>	<b>47</b>	<b>17</b>	<b>15</b>	<b>0</b>	<b>27</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>40</b>
7	Summary of need and authorised supply excluding turnover	7a. Need - supply (5-6d)	102	11	9	32	3	13	7	2	4	9	12
8	Turnover on authorised sites	8a. Turnover on pitches which will provide for residents moving within or having a connection with the LA area	0	0	0	0	0	0	0	0	0	0	0
9	Total supply of pitches (5 yrs) including turnover	9a. Current authorised pitch provision, vacant pitches and turnover (6d + 8a)	189	47	17	15	0	27	26	0	0	17	40
RECONCILING NEED AND SUPPLY													
10	Total need for pitches	5 years (from 5)	291	58	26	47	3	40	33	2	4	26	52
11	Total supply of authorised pitches	5 years (from 9a)	189	47	17	15	0	27	26	0	0	17	40
<b>5yr Authorised Pitch Shortfall (2014/15 to 2018/19)</b>			<b>102</b>	<b>11</b>	<b>9</b>	<b>32</b>	<b>3</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>4</b>	<b>9</b>	<b>12</b>



**Table 6.4 Summary of current pitch supply and shortfalls including potential need from bricks and mortar households requiring a pitch (2014/15 to 2018/19)**

Authority	Current occupied authorised pitches	Vacant pitches (Nov 2014)	Total authorised pitch supply	Total need (5 years)	Total need minus current authorised supply (excluding turnover)
Bolton	39	8	47	58	11
Bury	17	0	17	26	9
Manchester	11	4	15	47	32
Oldham	0	0	0	3	3
Rochdale	21	6	27	40	13
Salford	20	1 + 5 being refurbished	21 + 5 being refurbished	33	7
Stockport	0	0	0	2	2
Tameside	0	0	0	4	4
Trafford	17	0	17	26	9
Wigan	33	7	40	52	12
<b>Greater Manchester</b>	<b>158</b>	<b>26+5 being refurbished</b>	<b>184 + 5 being refurbished</b>	<b>291</b>	<b>102</b>

## 7. Needs Analysis Modelling for 2014/15 to 2018/19 – Travelling Showpeople

7.1 In terms of need, the baseline model considers:

- The baseline number of households on authorised and unauthorised yards (as at November 2014);
- Existing households planning to move in the next five years;
- Emerging households currently on yards and in bricks and mortar accommodation needing a plot within the study area; to derive a figure for
- Total need.

7.2 In terms of supply, the model considers :

- Total supply of plots on authorised yards;
- Turnover on existing authorised yards;
- Plots currently vacant; and
- Total supply of authorised plots based on turnover and existing plot provision.

7.3 The model then reconciles total need and existing authorised supply by summarising:

- Total need for plots; and
- Total supply of authorised plots.

7.4 The assessment of current need should, in line with the Guidance, take account of existing supply and need. In the CLG model, current residential supply refers to authorised privately owned yards.

7.5 In this assessment we have reported the existing number of plots on authorised sites (this is the actual number of plots on yards available for occupancy in November 2014).

7.6 Table 7.1 provides a summary of the future plot requirement calculation. Each component in the model is now discussed to ensure that the process is transparent and any assumptions clearly stated.

### Description of factors in the model

#### Need

##### **Current households living on plots (1a to 1g)**

7.7 These figures are derived from fieldwork, Local Authority data and the site census carried out as part of the fieldwork. The Site Census confirmed there

were no households 'doubling up' on plots (that is two separate family units living on a plot).

### **Current households in bricks and mortar accommodation (2)**

- 7.8 None were identified.

### **Existing households planning to move in the next five years (3)**

- 7.9 This was derived from information from the household survey for respondents currently on authorised and temporary authorised plots who would prefer to move in the next five years. No existing households stated that they wanted to move in the next five years.

### **Emerging households (4)**

- 7.10 This is the number of households expected to emerge in the next five years based on household survey information from respondents living on authorised and temporary authorised plots. Analysis considers where emerging households are planning to move to. A total of 153 emerging households were identified and 151 plan to live on yards in their current district and two plan to move to Stockport.

### **Total need for plots (5)**

- 7.11 This is a total of current households on authorised plots, households planning to move in the next five years (current on plots) and demand from emerging households.

## **Supply**

### **Current supply of plots (6)**

- 7.12 This is a summary of the total number of authorised plots (excluding turnover) and the number of vacant authorised plots. This suggests a total supply of 366 plots comprising 350 occupied and 16 vacant plots

### **Need minus supply (excluding turnover) (7)**

- 7.13 This is a summary of plot need minus current supply and presents the underlying mismatch between supply and need before turnover rates on yards is considered. This suggests a shortfall of 139 plots across Greater Manchester over the period 2014/15 to 2018/19.

### **Turnover on existing plots (8)**

- 7.14 The potential turnover on existing plots has been considered based on the extent to which households currently on plots expect to move in the next five

years. As no household has stated that they expect to move, turnover is zero. However, it should be noted that in the past five years, 84% of households had stated that they had moved to their current plot which would suggest a degree of turnover is likely to take place which has the potential to reduce the scale of need evidenced in the model.

### **Total supply including turnover (9)**

- 7.15 This figure is based on the total number of authorised plots available plus expected turnover and vacant plot provision. The model assumes a total supply of 366 plots (authorised plots plus 16 vacant plots)

### **Reconciling supply and need**

- 7.16 In summary, the model indicates a total need for 505 plots across Greater Manchester. This is compared with a current supply of 366 authorised plots, resulting in a net shortfall of 139 plots (Table 7.2). This excludes turnover and any displacement of households from existing yards in the event that they close.

**Table 7.1 Summary of demand and supply factors: Travelling Showpeople 2014/15 to 2018/19**

			Greater Manchester	Bolton	Bury	Manchester	Oldham	Rochdale	Salford	Stockport	Tameside	Trafford	Wigan
<b>1</b>	<b>Total households living on plots</b>	1a. On LA-owned yard	<b>192</b>	54	0	68	0	0	50	0	0	0	0
		1b. On Housing Association yard	<b>0</b>	0	0	0	0	0	0	0	0	0	0
		1c. On Private yard - Authorised	<b>180</b>	36	20	0	0	0	50	0	38	0	36
		1d. On Private yard - Temporary Authorised	<b>0</b>	0	0	0	0	0	0	0	0	0	0
		1e. Unauthorised	<b>0</b>	0	0	0	0	0	0	0	0	0	0
		1f. Unauthorised tolerated	<b>0</b>	0	0	0	0	0	0	0	0	0	0
		<b>1g. Total (1a to 1f)</b>	<b>352</b>	90	20	68	0	0	100	0	38	0	36
<b>2</b>	<b>Current households in bricks and mortar accommodation (baseline information only)</b>	2a. TOTAL	None assumed										
<b>3</b>	<b>Existing households planning to move in next 5 years</b>	<b>Currently on yards</b>											
		3a. To another plot/same yard	<b>0</b>	0	0	0	0	0	0	0	0	0	0
		3b. To another yard in local authority area	<b>0</b>	0	0	0	0	0	0	0	0	0	0
		3c. To yard in Stockport	<b>0</b>	0	0	-1	0	0	0	3	-2	0	0
		3d. To a yard/B&M outside study area	<b>0</b>	0	0	0	0	0	0	0	0	0	0
		<b>Currently in Bricks and Mortar</b>											
		3e. Planning to move to a yard in LA	<b>0</b>	0	0	0	0	0	0	0	0	0	0
		3f. Planning to move to another B&M property	<b>0</b>	0	0	0	0	0	0	0	0	0	0
		<b>3g. TOTAL Net impact (3c)</b>	<b>0</b>	0	0	-1	0	0	0	3	-2	0	0
<b>4</b>	<b>Emerging households (5 years)</b>	4a. Currently on yard and planning to live on current yard	<b>150</b>	27	7	31	0	0	46	0	20	0	19
		4b. Currently on yards and planning to live on another yard in LA	<b>1</b>	0	0	0	0	0	0	0	1	0	0
		4c. Currently on yard in Manchester and planning to live on yard in Stockport	<b>2</b>	0	0	0	0	0	0	2	0	0	0
		<b>4d. TOTAL (4a+4b+4c)</b>	<b>153</b>	27	7	31	0	0	46	2	21	0	19
<b>5</b>	<b>Total Need</b>	1g+3g+4d	<b>505</b>	<b>117</b>	<b>27</b>	<b>98</b>	<b>0</b>	<b>0</b>	<b>146</b>	<b>5</b>	<b>57</b>	<b>0</b>	<b>55</b>

Continued overleaf/...

Table 7.1 continued

			Greater Manchester	Bolton	Bury	Manchester	Oldham	Rochdale	Salford	Stockport	Tameside	Trafford	Wigan
<b>SUPPLY</b>													
6	Current supply of authorised pitches	6a Current authorised occupied plots	350	89	20	67	0	0	100	0	38	0	36
		6b Current vacancies on authorised plots	16	2	0	5	0	0	0	0	9	0	0
		6c. Total current authorised supply	366	91	20	72	0	0	100	0	47	0	36
7	Summary of need and supply excluding turnover	7a. Need - supply (5-6c)	139	26	7	26	0	0	46	5	10	0	19
8	Turnover on authorised sites	7a. Annual turnover rate (%)	0	0	0	0	0	0	0	0	0	0	0
		7b. Annual turnover number of plots	0	0	0	0	0	0	0	0	0	0	0
		7c. Expected turnover of plots over 5 years	0	0	0	0	0	0	0	0	0	0	0
9	Total supply of plots (5 yrs)	8a. Current authorised plot provision, vacant plots and turnover (6c + 7c)	366	91	20	72	0	0	100	0	47	0	36
<b>RECONCILING NEED AND SUPPLY</b>													
10	Total need for plots	5 years (from 5)	505	117	27	98	0	0	146	5	57	0	55
11	Total supply of authorised plots	5 years (from 8a)	366	91	20	72	0	0	100	0	47	0	36
<b>5 year Authorised Plot Shortfall (2014/15 to 2018/19)</b>			<b>139</b>	<b>26</b>	<b>7</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>19</b>

**Table 7.2** Summary of current plot supply and shortfalls 2014/15 to 2018/19.

Authority	Current occupied authorised supply	Vacant plots(November 2014)	Total plot supply	Total need (5 years)	Total need - current authorised supply (excluding turnover)
Bolton	89	2	91	117	26
Bury	20	0	20	27	7
Manchester	67	5	72	98	26
Oldham	0	0	0	0	0
Rochdale	0	0	0	0	0
Salford	100	0	100	146	46
Stockport	0	0	0	5	5
Tameside	38	9	47	57	10
Trafford	0	0	0	0	0
Wigan	36	0	36	55	19
<b>Greater Manchester</b>	<b>350</b>	<b>16</b>	<b>366</b>	<b>505</b>	<b>139</b>

## 8. Longer-term Pitch and Plot Requirements

- 8.1 In this chapter we look firstly at the longer-term requirements of Gypsies and Travellers and then at the requirements of Travelling Showpeople.
- 8.2 Assessing the future requirements of Gypsies, Travellers and Travelling Showpeople over the next five years has been based on detailed information obtained from the household survey.
- 8.3 In line with current guidance this exercise should be repeated at least every five years to ensure that the evidence base is up to date.

### Future household formation: Gypsies and Travellers

- 8.4 The approach used to calculate future household formation rates for the Gypsy, Traveller and Travelling Showpeople community beyond five years is to use the detailed demographic information from the household survey making an assumption that 50% of children will form a household within the study area when they reach 18 years of age. This is a reasonable assumption which considers the fact that couples will form and also that anecdotally males tend to remain in the locality and females move elsewhere.
- 8.5 Table 8.1 summarises the number of Gypsy and Traveller children on sites who are expected to reach the age of 18 over the period 2019/20 to 2033/34 based on current demographic information from the household survey data.

**Table 8.1 Baseline information on the total number of Gypsy and Traveller children on sites expected to reach the age of 18 2019/20 to 2033/34**

District	Time Period			
	2019-2023	2024-2028	2029-2033*	Total
Bolton	7	9	8	24
Bury	2	3	4	9
Manchester	4	4	3	11
Oldham	0	0	0	0
Rochdale	1	6	4	11
Salford	3	8	3	14
Stockport	0	0	0	0
Tameside	0	0	0	0
Trafford	1	4	7	12
Wigan	3	9	7	19
<b>Greater Manchester Total</b>	<b>21</b>	<b>43</b>	<b>33</b>	<b>97</b>

\* Note for the period 2029-33, demographic data is available to 2032 and four years' data 2029-32 has been extrapolated

## Future household formation based on 50% formation rate: Gypsies and Travellers

- 8.6 Modelling of the likely scale of household formation has been carried out using known household structure information from the household survey (Table 8.2). Firstly, information from the household survey is used to determine the total number of people who are expected to reach 18 across the study area during the five year periods 2019/20 to 2023/24 and 2024/25 to 2028/29 and 2029/30 to 2033/34. Secondly, it is then assumed that the number of households forming is 50% of the total number of people expected to reach 18 in each of these time periods,<sup>29</sup>.

**Table 8.2 Number of new Gypsy and Traveller households 2019/20 to 2033/34 assuming 50% of children form households and require a pitch when they reach 18**

District	Time Period			Total
	2019-2023	2024-2028	2029-2033*	
Bolton	4	5	4	13
Bury	1	2	3	6
Manchester	2	2	1	5
Oldham	0	0	0	0
Rochdale	1	3	3	7
Salford	2	4	1	7
Stockport	0	0	0	0
Tameside	0	0	0	0
Trafford	1	2	4	7
Wigan	2	5	4	11
<b>Greater Manchester Total</b>	<b>13</b>	<b>23</b>	<b>20</b>	<b>56</b>

Note: Due to rounding the total base is 56

- 8.7 It is recognised that in the longer-term turnover rates may change and as such turnover rates have not been applied to periods beyond 2018/19. Pitch requirements beyond 2019/20 are therefore indicative. There will be a need to monitor occupancy and turnover and adjust assumptions as appropriate in future time periods.

## Longer-term plot requirements: Travelling Showpeople

- 8.8 The future level of household formation based on demographic information is summarised in Table 8.3. This shows the number of Travelling Showperson children on yards who are expected to reach the age of 18 over the period 2019/20 to 2033/34, based on current demographic information from the household survey data.

<sup>29</sup> Travellers are more likely to establish their own household at a relatively early age; it is not uncommon for a Traveller to be living in their own household by the age of 18.

**Table 8.3** Baseline information on the total number of Travelling Showperson children on yards expected to reach 18 years of age 2019/20 to 2033/34

District	Time Period			Total
	2019-2023	2024-2028	2029-2033*	
Bolton	15	23	9	47
Bury	5	3	2	10
Manchester	8	10	5	23
Oldham	0	0	0	0
Rochdale	0	0	0	0
Salford	19	27	12	58
Stockport	0	0	0	0
Tameside	10	9	5	24
Trafford	0	0	0	0
Wigan	4	8	7	19
<b>Greater Manchester Total</b>	<b>61</b>	<b>80</b>	<b>38</b>	<b>179</b>

\* Note for the period 2029-33, demographic data is available to 2032 and four years' data 2029-32 has been extrapolated

- 8.9 It is recognised that in the longer-term turnover rates may change and as such turnover rates have not been applied to periods beyond 2018/19. Yard requirements beyond 2019/20 are therefore indicative. There will be a need to monitor occupancy and turnover and adjust assumptions as appropriate in future time periods.
- 8.10 An analysis of longer-term pitch requirements based on evidence from the household survey of potential household formation (with 50% of children assumed to form households at the age of 18) would suggest an overall requirement for 96 additional plots over the period 2019/20 to 2033/34 (Table 8.4).

**Table 8.4** Number of new Travelling Showperson households 2019/20 to 2033/34 assuming 50% of children form households and require a plot when they reach 18

District	Time Period			Total
	2019-2023	2024-2028	2029-2033*	
Bolton	8	12	5	25
Bury	3	2	1	6
Manchester	4	5	3	12
Oldham	0	0	0	0
Rochdale	0	0	0	0
Salford	10	14	6	30
Stockport	0	0	0	0
Tameside	5	5	3	13
Trafford	0	0	0	0
Wigan	2	4	4	10
<b>Greater Manchester Total</b>	<b>32</b>	<b>42</b>	<b>22</b>	<b>96</b>

- 8.11 It is recommended that the Authorities monitor occupancy and turnover on existing yards and adjust capacity assumptions as appropriate. It is also recommended that the Authorities regularly monitor yard applications to assess whether need is changing.

## 9. Transit Requirements

- 9.1 The CLG Guidance suggests that, in addition to the need for permanent provision, an assessment should be made of the need for temporary places to stop while travelling. Temporary, or transit, sites are intended for short-term use while in transit. These sites are authorised and usually permanent but there is a limit on the length of time residents can stay. In practice the length of stay on a transit pitch is generally limited to a maximum of 12 weeks (three months); however, no time limits are set out in any Government guidance.
- 9.2 Local authorities have a legal duty to provide emergency accommodation within their own areas if Travellers present themselves in that area. Whilst a Local authority does not have a duty to find an authorised pitch or site they are expected to facilitate the traditional (Traveller) way of life. A number of other requirements<sup>30</sup>, in relation to welfare of children, access to essential services and right to private and family life, make it important that local authorities seek to provide sufficient pitches in their own area to reflect current and meet possible future transit needs.
- 9.3 The extent to which transit provision is required across Greater Manchester is being considered with reference to the views of survey respondents, the scale of unauthorised encampment activity and feedback from the Authorities.
- Step 1 identifies the overall identified level of unauthorised encampment activity across the study area;
  - Step 2 identifies the actual level of unauthorised encampment activity as it relates to transit need; repeat incidents of unauthorised encampment activity linked to a need for permanent accommodation (based on Local Authority evidence), and one-off or 'abnormal' events are discounted so that a more accurate and realistic assessment of transit need can be made; and
  - Step 3 identifies the proposed requirement for transit provision based on transit related unauthorised encampment activity and the average number of vans per encampment over recent years.
- 9.4 Generally speaking, a transit pitch can accommodate up to two caravans. However, doubling up is only generally appropriate where a single or related household is travelling together or when encampments are for short periods. Therefore, analysis assumes one caravan for each pitch but the pitch could technically accommodate up to two caravans if this is appropriate to the households travelling or the usual length of stay on site.

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<sup>30</sup> These are set out in a number of acts and regulations, including The Housing Act 1996; The Criminal Justice and Public Order Act 1994; and The Human Rights Act 1998

## Step 1: Overall unauthorised encampment activity

- 9.5 In order to establish the potential requirement for transit provision in Greater Manchester it is important to understand the extent of short term unauthorised encampment activity across the Local Authority areas. Generally these unauthorised encampments are of short duration (anything from one day to at most eight to 12 weeks). They occur as Gypsies and Travellers pass through an area whilst travelling, and are indicative of a lack of stop over or transit provision. Table 9.1 summarises unauthorised encampment data for the study area for the period 2010/11 to June 2012/2013<sup>31</sup>.

Table 9.1 Unauthorised encampments 1 <sup>st</sup> April 2010 to 31 <sup>st</sup> March 2013					
Authority	2010/11	2011/12	2012/2013	Total	Annual Average No.
Bolton	21	23	13	57	19.0
Bury	10	9	4	23	7.7
Manchester	-	7 <sup>32</sup>	39	46	23.0
Oldham	8	1	4	13	4.3
Rochdale	17	11	20	48	16
Salford	39	23	28	90	30
Stockport	12	0	15	27	9
Tameside	2	1	1	4	1.3
Trafford	9	5	2	16	5.3
Wigan	13	19	6	38	12.7
<b>Total</b>	<b>131</b>	<b>99</b>	<b>132</b>	<b>362</b>	<b>120.7</b>

Source: Greater Manchester Local Authorities

- 9.6 In addition to the unauthorised encampments recorded in the table above, it is considered possible that additional encampments could have occurred within the study area over this time period, however, details of these encampments have not been recorded fully by the Authorities. This may be due to the remote location or short duration of the encampment, or because the relevant Authorities have not been notified of the full details of the encampments.
- 9.7 Whilst the unauthorised encampment figures provide a useful indication of overall activity they can be misleading, and it is important to understand unauthorised encampment activity as it relates to transit and not permanent need. In other words, how many unauthorised encampments relate to households travelling through an area.

<sup>31</sup> Excluding Manchester, where data is only available for the 24 month period from 1<sup>st</sup> April 2011 to 31<sup>st</sup> March 2013.

<sup>32</sup> Of which one was for six months and another was allowed leave to remain.

## Steps 2 and 3: transit related activity and requirements

### Bolton

- 9.8 Over the period 1<sup>st</sup> April 2010 to 31<sup>st</sup> March 2013 (36 months) there were 56 reported incidences of unauthorised encampment in Bolton (Table 9.2).

**Table 9.2(a) Unauthorised encampments reported in Bolton 1<sup>st</sup> April 2010 to 31<sup>st</sup> March 2013**

Date	Location	Duration (days)	Number of caravans	No. of caravan days (duration)
29/03/10	Moss Bank Park (car park)	14	4	56
22/04/10	Wingates Ind Est Great Bank Road 2 areas,	12	11	132
04/05/10	Wingates Ind Est Factory car park	N/A*	14	Min 14
18/05/10	Moss Bank Park Field left of entrance	5	Approx 40	200
23/05/10	Smithills Dean Road School and 6 <sup>th</sup> form college	1	Approx 40	40
25/05/10	Ox Hey Lane, Westhoughton	N/A*	30/40**	Min 35
12/06/10	Crompton lodge pitch 7	15	1	15
11/07/10	Moss Bank Park, top car park	2	2	4
15/07/10	Wingates lane, Westhoughton	1	6	6
05/08/10	Crompton lodge pitch 14	8	1	8
09/08/10	Hall Lane, Farnworth	10	6	60
09/08/10	Watersmeeting Rd, Riverside	Unknown; min 1 assumed	4	Min 4
26/08/10	Crompton lodge pitch 13	7	3	21
11/10/10	Spa Road	5	7	35
18/10/10	Hulton Lane	2	8	16
20/10/10	Hulton lane car park	6	8	48
26/10/10	Do it All, Manchester Road	1	Unknown; min 1 assumed	Min 1
26/10/10	Manchester Road, College site	6	10	60
12/11/10	Crompton lodge pitch 10	4	1	4
04/02/11	Wingates Ind Est Factory car park	5	2	10
25/02/11	Wingates Ind Est, unit 9	9	12	108
01/04/11	Crompton Lodge Plot 10	1	1	1
15/04/11	Leverhulme Park	6	5	30
04/05/11	Moss Bank Park	9	6	54
05/05/11	Brunel Street Horwich, land off	3	5	15
17/05/11	Watersmeeting Road, adj to Oceanic House	N/A*	3	Min 3
09/06/11	Hill Top Playing Field L/Lever	2	7	14
11/07/11	Crompton Lodge Plot 12	4	1	4
11/07/11	Crompton Lodge Plot 23	4	2	8

**Table 9.2(a) Unauthorised encampments reported in Bolton 1<sup>st</sup> April 2010 to 31<sup>st</sup> March 2013**

Date	Location	Duration (days)	Number of caravans	No. of caravan days (duration)
30/01/12	Crompton Lodge Plot 9	7	2	14
30/01/12	Crompton Lodge Plot 10	7	2	14
30/01/12	Crompton Lodge Plot 11	7	1	7
30/01/12	Crompton Lodge Plot 13	7	1	7
30/01/12	Crompton Lodge adj Plot 14	7	1	7
06/02/12	Man Rd former Focus DIY store	N/A*	18	Min 18
08/02/12	Brightmet St Car Park	5	32	160
14/02/12	Grosvenor Street	6	32	192
20/02/12	Folds Road Car Park	3	32	96
23/02/12	Moss Bank Park Car Park	3	25	75
23/02/12	Watersmeeting Road (Endeavour House)	3	7	21
27/02/12	Kay Street Car Park	1	32	32
29/02/12	Chorley Street Car Park	1	18	18
29/02/12	St Helena St Car Park	1	14	14
03/03/12	Crompton Lodge adj Plot 13	6	4	24
20/05/12	Slackey Brow, Kearsley	2	4	8
30/05/12	Crompton Lodge adj Plot 11	7	1	7
02/08/12	Crompton Lodge adj Plot 9	7	1	7
11/08/12	Moss Bank Park	3	6	18
16/08/12	Pullman Court off Manchester Road. Former B&M Bargains	8	18	144
24/08/12	Watersmeeting Road (Endeavour House)	6	20	120
30/08/12	No 15 Riverside	3	20	60
02/09/12	Total Fitness Waters Meeting Rd	2	20	40
27/10/12	141-149 Bradshawgate, Williams BMW (select)	4	5	20
15/01/13	Vincent Way Raikes Lane Williams BMW (select)	2	1	2
10/02/13	Crompton Lodge	10	6	60
21/01/13	Crompton Lodge	6	1	6
25/02/13	St John Street Horwich	2	3	6

\*Sites that the Local Authority had no involvement with. These sites are excluded from the average duration calculation below.

\*\*35 assumed for average number of vans calculation.

**Table 9.2(b) Summary of unauthorised encampments reported in Bolton 1<sup>st</sup> April 2010 to 31<sup>st</sup> March 2013**

Total unauthorised encampments	57
Total caravan days	2,203
Number of months	36
Average caravan days each month	61.2
Average caravan days each year	734
Average no. caravans	10.1
Average duration (days)	4.7
Median no. caravans	6.0
Median duration (days)	4.0
Range of caravans	1 to 40

- 9.9 On the whole unauthorised encampments within Bolton consist of between one to ten vans, although there were 11 incidents of encampment with 20 vans or more over the period. The vast majority of encampments last for ten days or less.
- 9.10 The median number of vans per encampment is 6. On the basis of one van per pitch this would equate to six pitches. For short periods or for family groups the provision of six pitches could accommodate up to 12 caravans. This would have been sufficient to accommodate the majority (71.2%) of the unauthorised encampments in Bolton from April 2010 to March 2013.

## Bury

- 9.11 Over the period 1<sup>st</sup> April 2010 to 31<sup>st</sup> March 2013 (36 months) there were 23 reported incidences of unauthorised encampment in Bury (Table 9.3).

**Table 9.3(a) Unauthorised encampments reported in Bury 1<sup>st</sup> April 2010 to 31<sup>st</sup> March 2013**

Date	Location	Duration (days)	Number of caravans	No. of caravan days (duration)
12/04/2010	Pilsworth, Bury	2	2	4
19/04/2010	Pilsworth Road, Bury	3	7	21
06/05/2010	Scott Avenue, Bury	4	9	36
25/05/2010	Castlecroft Road, Bury	1	4	4
24/08/2010	Bury College	1	6	6
25/08/2010	Bridge Hall lane, Bury	1	Assumed min 1	1
07/03/2011	Pilsworth Road, Bury	3	7	21
21/03/2011	Pilsworth Way, Bury	3	8	24
22/03/2011	Every Street, Bury	1	7	7
31/03/2011	Porrit Street, Bury	0	6	0
06/06/2011	Longsight Road, Greenmount	7	16	112
13/06/2011	Waterside Road, Summerseat	0	16	0
11/07/2011	Stubbins Lane, Ramsbottom	1	14	14
06/01/2012	Pilsworth Way, Bury	5	4	20
19/01/2012	Pilsworth Way, Bury	4	8	32
22/01/2012	Ringley Road West, Radcliffe	8	10	80
30/01/2012	Church Street East, Radcliffe	5	20	100
03/02/2012	Radcliffe Road, Bury	1	26	26
12/03/2012	Rectory Lane, Radcliffe	15	3	45
23/04/2012	Pilsworth Road	2	14	28
31/08/2012	Clifton Road, Prestwich	7	5	35
30/01/2013	Church Street East, Radcliffe	20	20	400
05/02/2013	Church Lane, Radcliffe	3	5	15

**Table 9.3(b) Summary of unauthorised encampments reported in Bury 1<sup>st</sup> April 2010 to 31<sup>st</sup> March 2013**

Total unauthorised encampments	23
Total caravan days	1,031
Number of months	36
Average caravan days each month	28.6
Average caravan days each year	343.7
Average no. caravans	9.5
Average duration (days)	4.2
Median no. caravans	7.0
Median duration (days)	3.0
Range of number of caravans	1 to 26

9.12 In Bury the median number of vans per encampment is seven. On the basis of one van per pitch this would equate to seven pitches. For short periods or for family groups the provision of seven pitches could accommodate up to 14 caravans. This would have been sufficient to accommodate 73.9% of the unauthorised encampments in Bury from April 2010 to March 2013.

## Manchester

- 9.13 Over the period 1<sup>st</sup> April 2011 to 31<sup>st</sup> March 2013 (24 months) there were 84 reported incidences of unauthorised encampment in Manchester (Table 9.4), however, the majority of these encampments relate to a number of distinct family groupings. There were an average of 42 encampments each year.
- 9.14 Manchester City Council have been able to provide detailed information on the range of households living on unauthorised encampments. Data have been colour coded to indicate a specific group/family who travel together. Therefore, although statistics may reflect a high number of encampments, this does not reflect need. The need for pitches should be based on the number of families within each group rather than the number of encampments these groups frequent.

**Table 9.4(a) Unauthorised encampments reported in Manchester 1<sup>st</sup> April 2011 to 31<sup>st</sup> March 2012**

Date	Location	Duration (days)	Number of caravans
17/11/2011	Wood Street (off Ashton Old Road)	Approx 12 days	5
17/11/2011	Birt Street	Approx 6 months (tolerated as part private)	4
31/1/12	Bank Meadow/Lime Bank Street	7	5
31/1/12	Edwin Street	5	2
7/2/12	Celia Street	5	2
28/2/12	K2	7	11
2/3/12	Dantzic Street	Allowed to remain	2

**Blue:** 12-14 families in total (frequent group who can split into two smaller groups of 6-8)

**Yellow:** 4 families (have been given a permanent pitch on a Salford site in 2012)

**Pink:** 3 families (intermittent visits to England. resident in Ireland majority of year)

**Green:** 11 families (French group who pass through England once a year in summer months)

**Table 9.4(b) Unauthorised encampments reported in Manchester 1st April 2012 to 31st March 2013**

Date	Location	Duration (days)	Number of caravans
4/4/12	Dantzic Street	6	2
13/4/12	Rylance Street	12	8
8/5/12	Dantzic Street	22	3
8/5/12	Cambrien Street	7	6
6/5/12	Coverdale Crescent	10	8
18/5/12	Dantzic Street	5	3
20/5/12	Dantzic Street	10	1
22/05/12	Coverdale Street	4	6
23/5/12	Phillips Park	3	6
28/5/12	North Ridge School, Palmerston Street	6	12
14/6/12	Coverdale Crescent	4	8
4/7/12	Bromlow/Eccleshall Street	6	6
13/7/12	Rylance street	5	6
18/7/12	Varley Street	8	6
28/7/12	Coverdale	4	4
1/8/12	Gurney Street	7	14
8/8/12	Collyhurst Street	7	4
14/8/12	Oldfield Street	6	6
20/8/12	Greenside Street	6	6
21/8/12	Limebank Street	2	6
22/8/12	Paget Street	7	8
24/8/12	Coverdale Crescent	7	3
20/8/12	Dantzic Street	14	3
26/9/12	Bromlow Street	8	6
25/9/12	Dantzic Street	10	3
3/10/12	Dantzic Street	8	1
11/10/12	Dantzic Street	?	1
18/10/12	Bromlow Street	8	8
1/11/12	Pitbrook Street	8	10
19/11/12	Boggart Hole Clough	6	9
26/11/12	Gurney Street	?	?
4/12/12	Vaughn Street	5	6
1/12/12	Kenyon Lane	2	6
4/12/12	Dantzic Street	6	1
1/2/13	Trowtree	?	?
8/2/13	Parkside Training Centre	6-8	4
18/2/13	Bromlow Street/ Eccleshall St	8	5
26/2/13	Pitbrook Street	11	5
8/3/13	Collyhurst Street	12	6

**Blue: 12 families in total****Yellow: 4 families****Pink: 3 families****Lilac: 1 family (given pitch on Salford site)****Purple: 3 families****Orange: 6 families (pass through once a year for local horse fair)****Dark green: 1 family (related to resident on site)**

Where no colour code is given or data is question marked, officers may have been unable to approach the site or occupants.

**Table 9.4(c) Summary of unauthorised encampments reported in Manchester 1st April 2011 to 31st March 2013**

Summary	TOTAL	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6	Group 7	Group 8	Other
		Blue (12-14 families)	Yellow (4 families)	Pink (3 families)	Light Green (11 families)	Lilac (1 family)	Purple (3 families)	Orange	Dark Green	No colour
Total unauthorised encampments	46	27	2	6	1	1	1	2	3	3
Total caravan days	1652	1300	16	122	77	10	30	48	21	28
Number of months	24	24	24	24	24	24	24	24	24	24
Average caravan days each month	69	54	1	5	3	0	1	2	1	1
Average caravan days each year	826	650	8	61	39	5	15	24	11	14
Average no. caravans	4	7	4	3	11	1	3	6	1	4
Average duration (days)	7	7	4	9	7	10	10	4	7	4
Median no. caravans	4	6	4	3	11	1	3	6	1	4
Median duration (days)	7	7	4	6	7	10	10	4	7	4
Range of number of caravans	1 to 14	2 to 14	4	2 to 3	11	1	3	6	1	4

9.15 As data for Manchester can be divided into family groupings, this helps to explore the scale of transit need in some detail. Data would suggest there are around 9 families/travelling groups who may require transit provision annually. There is an overall median of four caravans reported for each encampment (with a range between one and 14 caravans).

9.16 On the basis of this data, it is recommended that transit provision be made for up to four vans. On the basis of one van per pitch this would equate to four pitches. For short periods or for family groups the provision of four pitches could accommodate up to eight caravans. This would have been sufficient to accommodate most of the unauthorised encampments in Manchester from April 2011 to March 2013.

## Oldham

9.17 Over the period 1<sup>st</sup> April 2010 to 31<sup>st</sup> March 2013 (36 months) there were 13 reported incidences of unauthorised encampment in Oldham (Table 9.5).

**Table 9.5(a) Unauthorised encampments reported in Oldham 1<sup>st</sup> April 2010 to 31<sup>st</sup> March 2013**

Date	Location	Duration (days)	Number of caravans	No. of caravan days (duration)
25/5/10	Drury Lane	4	5	9
29/5/10	Pump Street, Hollinwood	4	5	9
2/6/10	Drury Lane	5	5	10
7/6/10	Pump Street	5	5	10
21/7/10	Playing Field Shaw Rd/Sidney St	2	7	9
22/7/10	Land next to Groundwork Centre, off Shaw Rd	2	7	9
27/7/10	Brushes Clough Quarry	2	6	8
28/7/10	George Street Playing Fields	5	6	11
21/4/11	Foxdenton Lane	5	5	10
5/8/12	Fields New Road Fields	7	5	12
18/09/12	Alford Street, Hollinwood	3	2	5
21/09/12	Drury Lane	2	2	4
23/09/12	Rose Street	8	2	10

**Table 9.5(b) Summary of unauthorised encampments reported in Oldham 1<sup>st</sup> April 2010 to 31<sup>st</sup> March 2013**

Total unauthorised encampments	13
Total caravan days	135
Number of months	36
Average caravan days each month	3.75
Average caravan days each year	45
Average no. caravans	4.8
Average duration (days)	4.2
Median no. caravans	5.0
Median duration (days)	4.0
Range of number of caravans	2 to 7

9.18 In Oldham the median number of vans per encampment is five. On the basis of one van per pitch this would equate to five pitches. For short periods or for family groups the provision of five pitches could accommodate up to 10 caravans. This would have been sufficient to accommodate all of the unauthorised encampments in Oldham from April 2010 to March 2013.

## Rochdale

9.19 Over the period 1<sup>st</sup> April 2010 to 31<sup>st</sup> March 2013 (36 months) there were 48 reported incidences of unauthorised encampment in Rochdale (Table 9.6).

**Table 9.6(a) Unauthorised encampments reported in Rochdale 1<sup>st</sup> April 2010 to 31<sup>st</sup> March 2013**

Date	Location	Duration (days)	Number of caravans	No. caravan days (duration)
8/6/2010	Cliffe Street, Hamer, Rochdale	3-5 days	2	8
24/6/2010	Land off Taylor Street, Rochdale	3-5 days	10	40
5/7/2010	Land rear of Tulip Grove, Shawclough, Rochdale	3-5 days	12	48
12/7/2010	Cliffe Street, Hamer, Rochdale	3-5 days	2	8
22/7/2010	John Milne Way, Kingway Business Park, Rochdale	3-5 days	6	24
29/10/2010	Cronkeyshaw Common, Foxholes, Rochdale	3-5 days	10	40
29/7/2010	Stiups Lane, Turf Hill, Rochdale	3-5 days	7	28
2/8/2010	Grafton Street, Newbold, Rochdale	3-5 days	6	24
10/8/2010	Land at corner of Albert Royds Street and Riverside Drive, Rochdale	3-5 days	6	24
12/8/2010	Grafton Street, Rochdale	3-5 days	10	40
17/8/2010	Land off Helliwell Street, Rochdale	3-5 days	15	60
27/8/2010	Trafalgar Street, Rochdale	3-5 days	7	28
1/2/2011	Gorrells Way, Rochdale	3-5 days	3	12
1/3/2011	Bentley Avenue, Slattocks, Middleton	3-5 days	8	32
2/3/2011	Hugo Street, Castleton, Middleton	3-5 days	3	12
30/3/2011	Land off Stiups Lane, Turf Hill, Rochdale	3-5 days	7	28
31/3/2011	Kingsway Business Park, Rochdale	3-5 days	4	16
3/5/2011	Land off Martindale Crescent, Langley, Middleton	3-5 days	3	12
9/5/2011	Land off Starkey Street, Heywood	3-5 days	3	12
11/7/2011	Nile Street, Rochdale	3-5 days	6	24
11/7/2011	Martindale Crescent, Langley, Middleton	3-5 days	3	12
8/8/2011	Eafield Road, Belfield, Rochdale	3-5 days	10	40
18/8/2011	Former Roch Mill Site, Roch Street, Rochdale	3-5 days	10	40
16/9/2011	Former Roch Mill Site, Roch Street, Rochdale	3-5 days	10	40
4/10/2011	Stakehill Industrial Estate, Middleton	3-5 days	4	16
20/10/2011	Kingsway Business Park	3-5 days	3	12
11/1/2012	Stakehill Industrial Estate,	3-5 days	6	24

**Table 9.6(a) Unauthorised encampments reported in Rochdale 1<sup>st</sup> April 2010 to 31<sup>st</sup> March 2013**

Date	Location	Duration (days)	Number of caravans	No. caravan days (duration)
	Middleton			
19/3/2012	Kingsway Business Park	3-5 days	2	8
12/4/2012	Innes School, Ings Lane, Spotland, Rochdale	3-5 days	12	48
13/4/2012	Bridgefold Road, Rochdale	3-5 days	12	48
14/4/2012	College Overspill Car Park, Mellor Street, Rochdale	3-5 days	12	48
10/5/2012	Stiups Lane, Turf Hill, Rochdale	3-5 days	3	12
17/5/2012	Iceland Car Park, Well I th' Lane	3-5 days	15	60
18/5/2012	Land off Sefton Street, Rochdale	1 day	4	4
22/6/2012	Sutherland Road, Heywood	3-5 days	13	52
4/7/2012	Land off Glencoe Close, Darnhill, Heywood	3-5 days	13	52
17/7/2012	Stakehill Industrial Estate, Middleton	3-5 days	4	16
10/8/2012	Stakehill Industrial Estate, Middleton	3-5 days	4	16
17/8/2012	Stakehill Industrial Estate, Middleton	3-5 days	4	16
22/8/2012	Boarshaw Hotel Car Park	3-5 days	4	16
27/11/2012	Stiups Lane, Turf Hill, Rochdale	3-5 days	3	12
7/1/2013	Michael Faraday Drive, Kingsway, Industrial Estate, Rochdale	3-5 days	6	24
30/1/2013	John Milne Way, Kingway Business Park, Rochdale	3-5 days	6	24
11/2/2013	John Milne Way, Kingway Business Park, Rochdale	3-5 days	8	32
15/2/2013	Michael Faraday Drive, Kingsway, Industrial Estate, Rochdale	3-5 days	8	32
7/3/2013	Former Oakenrod School, Bury Road, Rochdale	3-5 days	6	24
13/3/2013	Stiups Lane, Turf Hill, Rochdale	3-5 days	3	12
26/3/2013	John Milne Way, Kingway Business Park, Rochdale	3-5 days	11	44

**Table 9.6(b) Summary of unauthorised encampments reported in Rochdale 1<sup>st</sup> April 2010 to 31<sup>st</sup> March 2013**

Total unauthorised encampments	48
Total caravan days	1,304
Number of months	36
Average caravan days each month	36
Average caravan days each year	435
Average no. caravans	7
Average duration (days)	4
Median no. caravans	6
Median duration (days)	4
Range of number of caravans	2 to 15

9.20 In Rochdale the median number of vans per encampment is six. On the basis of one van per pitch this would equate to six pitches. For short periods or for family groups the provision of six pitches could accommodate up to 12 caravans. This would have been sufficient to accommodate virtually all of the unauthorised encampments in Rochdale from 1<sup>st</sup> April 2010 to 31<sup>st</sup> March 2013.

## Salford

9.21 Over the period 1<sup>st</sup> April 2010 to 31<sup>st</sup> March 2013 (36 months) there were 90 reported incidences of unauthorised encampment in Salford (Table 9.7).

**Table 9.7 Summary of unauthorised encampments reported in Salford 1<sup>st</sup> April 2010 to 31<sup>st</sup> March 2013**

<b>2010/11</b>	
Total unauthorised encampments	39
<b>2011/12</b>	
Total unauthorised encampments	23
<b>2012/13</b>	
Total unauthorised encampments	28
<b>OVERALL</b>	
Total unauthorised encampments	90

9.22 The median number of encampments over the period in Salford is 28 each year. Where data in respect of number of caravans is recorded, it shows a range of between one and 20 vans per encampment. The data available for this period indicates that there is a need for some form of transit provision in Salford. However, better recording of data needs to be made before an accurate assessment of transit need can be made. Given the available information, it would be recommended that a transit site of five pitches is

made available, with the improved monitoring of unauthorised encampments to confirm whether this is sufficient provision.

### Stockport

- 9.23 Over the period 1st<sup>th</sup> January 2010 to 31<sup>st</sup> December 2013 (48 months) were 42 reported incidences of unauthorised encampment in Stockport (Table 9.8). Data collection was most complete in 2013 when both duration and number of caravans was reported and the 2013 data has been used to estimate transit requirements.

**Table 9.8(a) Unauthorised encampments reported in Stockport 1<sup>st</sup> April 2010 to 31<sup>st</sup> March 2013**

Date	Location	Duration (days)	Number of caravans
<b>2010</b>			
11/04/2010	Lottery Street		
11/04/2010	Chestergate (Private)		
11/04/2010	Torkington Park		
22/07/2010	Warf Street		
27/01/2010	Tesco's Portwood (Private)		
<b>2011</b>	<b>Location</b>	<b>Duration</b>	<b>No caravans</b>
08/02/2011	Welkin Road		
18/02/2011	Welkin Road		
21/02/2011	Warf Street Floor to Go (Private)		
24/02/2011	Belmont Street / Hesketh Street Heaton Norris		
16/03/2011	Warf Street and Floor to Go (Private)		
23/03/2011	Hesketh Street Heaton Norris		
30/03/2011	Richard street		
08/02/2011	Welkin Road		
18/02/2011	Welkin Road		
21/02/2011	Warf Street Floor to Go (Private)		
<b>2012</b>	<b>Location</b>	<b>Duration</b>	<b>No caravans</b>
20.07.2012	Pitt St Edgeley.		1
21.07.2012	Hesketh St		6
29.07.2012	Mersey Vale Country Park.		6
08.08.2012	Wellington North		6
09.09.2012	Penny Lane Lancashire Hill		2
13.09.2012	Hesketh St		3
16.09.2012	Vernon Pk		14
14.09.12	MFI Carpark Lancashire Hill (Private)		5
28.09.2012	Hesketh St		3
30.09.2012	Melford Rd		3
05.11.2012	Hesketh St		2
14.11.2012	Dial Park School Offerton		8
29.11.2012	Melford Rd		5
<b>2013</b>	<b>Location</b>	<b>Duration</b>	<b>No caravans</b>
10/01/2013	Manchester Rugby Club (Private)	9	12
21/01/2013	Mulberry Mount (SMBC/Leased)	10	12
01/06/2013	Vernon Park	19	18
20/06/2013	Penny Lane	8	16
12/07/2013	Heaviley Grove	5	1
16/07/2013	Mersey Bowl	1	12
28/07/2013	Daisyfield Brebury	1	12
13/08/2013	Heathbank Rd Openspace	13	12
27/08/2013	Cheadle & Marple College (Private)	13	12

**Table 9.8(b) Summary of unauthorised encampments reported in Stockport 1<sup>st</sup> April 2010 to 31<sup>st</sup> August 2013**

Total unauthorised encampments	34
Total caravan days (2013 data)	1,039
Number of months (2013 data)	8
Average caravan days each month	130
Average caravan days each year (2013)	1,039
Average no. caravans	12
Average duration (days)	9
Median no. caravans	12
Median duration (days)	9
Range of number of caravans	1 to 18

9.24 During 2013 there has been an median of 12 vans per encampment. On the basis of one van per pitch this equates to 12 pitches and for family groups this provision could accommodate up to 24 vans (assuming two vans per pitch). However, as the maximum requirement would be for 18 vans it is suggested that the requirement is nine pitches (accommodating up to 18 vans). This would have been sufficient to accommodate each of the unauthorised encampments in Stockport from 1<sup>st</sup> April 2010 to 30<sup>th</sup> August 2013.

### Tameside

9.25 Over the period 1<sup>st</sup> April 2010 to 31<sup>st</sup> March 2013 (36 months) there were four reported incidences of unauthorised encampment in Tameside (Table 9.9).

**Table 9.9(a) Unauthorised encampments reported in Tameside 1<sup>st</sup> April 2010 to 31<sup>st</sup> March 2013**

Date	Location	Duration (days)	Number of caravans	No. of caravan days (duration)
July 2010	Lord Sheldon Way, Ashton-under-Lyne	Assumed min 1	7	7
July 2010	Leaford Close, Denton	9	12	108
April 2011	Edward Street, Denton	10	6	60
Sept 2012	B&Q Snipe Retail Park, Ashton-under-Lyne	Assumed min 1	2	2

**Table 9.9(b) Summary of unauthorised encampments reported in Tameside 1st April 2010 to 31st March 2013**

Total unauthorised encampments	4
Total caravan days	177
Number of months	36
Average caravan days each month	4.9
Average caravan days each year	59
Average no. caravans	6.8
Average duration (days)	5.3
Median no. caravans	6.5
Median duration (days)	5
Range of number of caravans	2 to 12

- 9.26 Given that there has been a median of 6.5 vans per encampment. On the basis of one van per pitch this equates to seven pitches. For short periods or for family groups the provision of seven pitches could accommodate up to 14 caravans. However, as the maximum requirement would be for 12 vans it is suggested that the requirement is six pitches (accommodating up to 12 vans). This would have been sufficient to accommodate each of the unauthorised encampments in Tameside from 1<sup>st</sup> April 2010 to 30<sup>th</sup> August 2013.

### Trafford

- 9.27 Over the period 1<sup>st</sup> April 2010 to 31<sup>st</sup> March 2013 (36 months) there were 16 reported incidences of unauthorised encampment across Trafford (Table 9.10). The Local Authority does not collect data in respect of the duration of encampments, and there is limited availability of data in respect of the number of caravans on each site.

**Table 9.10 Summary of unauthorised encampments reported in Trafford 1<sup>st</sup> April 2010 to 31<sup>st</sup> March 2013**

<b>2010/11</b>	
Total unauthorised encampments	9
<b>2011/12</b>	
Total unauthorised encampments	5
<b>2012/13</b>	
Total unauthorised encampments	2
<b>OVERALL</b>	
Total unauthorised encampments	16

- 9.28 The median number of encampments over the period is 5 each year. Where data in respect of number of caravans is recorded, it shows a range of between one and ten vans per encampment. The data available for this period

indicates that there is a need for some form of transit provision in Trafford. However, better recording of data needs to be made before an accurate assessment of transit need can be made. Given the available information, it would be recommended that a transit site of five pitches is made available, with the improved monitoring of unauthorised encampments to confirm whether this is sufficient provision.

## Wigan

- 9.29 Over the period 1<sup>st</sup> April 2010 to 31<sup>st</sup> March 2013 (36 months) there were 38 reported incidences of unauthorised encampment in Wigan (Table 9.11).

**Table 9.11(a) Unauthorised encampments reported in Wigan 1<sup>st</sup> April 2010 to 31<sup>st</sup> March 2013**

Date	Location	Duration (days)	Number of caravans	No. average caravans (duration)
10/05/10	Aspull Rugby Club, Wigan	2	2	4
17/05/10	Challenge Way, Wigan	4	5	20
25/06/10	Lodge Lane Astley	9	19	171
05/07/10	Phoenix Way, Wigan	5	12	60
05/07/10	Plank Lane, Leigh	8	8	64
05/07/10	Challenge Way, Wigan	5	4	20
03/08/10	Calder Drive, Wigan	5	3	15
03/08/10	Kingscroft Court, Ince	7	10	70
06/08/10	Millers Lane, Platt Bridge	5	3	15
06/08/10	Hemfield Road, Ince	6	10	60
13/08/10	Phoenix Way, Wigan	4	16	64
23/08/10	Lune Road, Platt Bridge	5	3	15
16/01/11	Stadium Way, Wigan	3	1	3
07/04/11	Mosley Common, Tyldesley	4	7	28
05/05/11	Stadium Way, Wigan	4	3	12
10/05/11	Mosley Common, Tyldesley	5	6	30
09/06/11	Leopold Street, Pemberton	7	6	42
19/06/11	Scot Lane. Wigan	5	12	60
08/07/11	Challenge Way, Wigan	6	10	60
18/07/11	Bridgewater Road, Tyldesley	5	6	30
18/07/11	D.W Stadium, Wigan	6	6	36
24/07/11	Manchester Road, Ince	5	4	20
28/07/11	Calder Drive, Platt Bridge	7	10	70
29/07/11	Bridgewater Road. Tyldesley	5	4	20
04/11/11	Calder Drive, Platt Bridge	3	2	6
19/01/12	Worthington Way, Marus Bridge	4	3	12
19/01/12	Wigan lane, Wigan	4	5	20
20/01/2012	Westwood Park Drive, Wigan	6	5	30
25/01/12	Frog Lane, Wigan	14	5	70
05/03/12	Chaddock Lane, Astley	6	5	30
05/03/12	Wigan Rugby Club, Harper Street	3	9	27
19/03/12	Little Lane, Marus Bridge	6	1	6
05/06/12	Smithy Brook Lane, Wigan	4	2	8
13/07/12	Calder Drive, Platt Bridge	4	2	8
13/08/12	Scot Lane, Wigan	7	10	70
25/11/12	Worthington Way, Wigan	4	6	24
24/03/13	Westwood Park Drive, Wigan	6	6	36
24/03/13	Challenge Way, Wigan	5	6	30

**Table 9.11(b) Summary of unauthorised encampments reported in Wigan 1st April 2010 to 31st March 2013**

Total unauthorised encampments	38
Total caravan days	1,366
Number of months	36
Average caravan days each month	37.9
Average caravan days each year	455
Average no. caravans	6.2
Average duration (days)	5
Median no. caravans	5.5
Median duration (days)	5
Range of number of caravans	1 to 19

9.30 Given that there has been an median of 5.5 vans per encampment, it is recommended that provision be made for up to six vans. On the basis of one van per pitch this equates to six pitches. For short periods or for family groups the provision of six pitches could accommodate up to 12 caravans. This would have been sufficient to accommodate most of the unauthorised encampments in Wigan from 1<sup>st</sup> April 2010 to 31<sup>st</sup> March 2013. However, it should be noted that the Council understand that unauthorised encampment activity relates to the same groups of people who are being moved from one site to another. This would seem to suggest that most of the unauthorised encampments arise from a shortage of permanent pitches in the Borough, rather than from transit activity

### Summary of transit need

9.31 Overall, analysis of unauthorised encampment data and contextual information indicates that new transit provision is needed across Greater Manchester. It is recommended that provision for 59 transit pitches be made across the study area as a whole (Table 9.12).

9.32 The two key elements used in validating a need for transit provision were:

- Unauthorised encampment data; and
- Contextual information from Local Authorities.

9.33 Unauthorised encampment data for the previous three<sup>33</sup> years (1<sup>st</sup> April 2010 to 31<sup>st</sup> March 2013) was collated and analysed to give an indication as to the level of activity across the area – as unauthorised encampments are generally indicative of a lack of transit accommodation this is a useful starting point.

9.34 Contextual information from the Local Authorities across the study area enabled further analysis of the unauthorised encampment data, and enabled identification of repeated incidences of unauthorised encampment activity by the same group of households, where necessary. Refining the unauthorised

<sup>33</sup> Two years (2011/12 and 2012/13) in the case of Manchester.

encampment data in this way enabled us to determine the real extent of need based on past activity.

- 9.35 The need for transit provision is supported to some extent by survey findings which indicated that 44.5% of respondents felt that more transit pitches were needed across the study area; the overarching preference of respondents is for these sites to be managed by Councils (79.8%).
- 9.36 Note that by definition the transit pitches would only be used for some parts of the year and it is not assumed that the scale of transit need will change over the five years 2014/15 to 2018/19 or beyond. By definition transit pitches are provided to meet the needs of those households travelling through an area, or visiting it temporarily. There is no reason to expect that the current level of this activity will alter significantly over future years beyond 2018/19. Provision of transit accommodation in line with the targets identified (see Table 9.12) should address these regular and on-going annual transit requirements of Travellers across the study area. The actual occupancy levels of households using transit pitches should be monitored by the Local Authorities and compared with the anticipated need for transit pitches evidenced in this report.
- 9.37 It is assumed that each transit pitch would accommodate one caravan, however, established practice within the Travelling community means that pitches could accommodate up to two vans if the pitch is being occupied by the same household or for short periods.
- 9.38 For some Local Authorities it may be more appropriate to consider a form of authorised 'stopover' or negotiated stopping provision rather than a conventional formal transit site. Each Local Authority will have to determine through their Local Plans what would be the most appropriate type of site that will best meet their needs.
- 9.39 It should also be appreciated that transit pitches may be used more frequently in some Local Authorities but the suggestion is to provide a minimum number of pitches to accommodate transit need.

**Table 9.12 Summary of transit pitch requirements 2014/18 to 2018/19**

Authority	5 year pitch requirement (single van use)	Total maximum caravans that could be accommodated
Bolton	6	12
Bury	7	14
Manchester	4	8
Oldham	5	10
Rochdale	6	12
Salford	5	10
Stockport	9	18
Tameside	6	12
Trafford	5	10
Wigan	6	12
<b>Total</b>	<b>59</b>	<b>118</b>

- 9.40 This study makes two final recommendations regarding transit provision. Firstly, record keeping and information sharing should be improved across

Greater Manchester. The data collected was based on individual local authority information and it may be that some families are moving within Greater Manchester and between authority areas – therefore their transit need could be recorded in several local authority areas.

- 9.41 Secondly, it may also be appropriate to consider provision of a Greater Manchester-wide transit site provision, with the need for 59 pitches spread across the local authorities (6 in each Local Authority). This would provide a strategic response to addressing the issue of unauthorised encampment activity.

## 10. Travelling practices and experiences

- 10.1 The purpose of this chapter is to review the travelling patterns associated with respondents across Greater Manchester. Broadly speaking, travelling patterns are seasonal and generally linked to employment but travelling also takes place to enable visits to family and friends and attendance at events, such as weddings and funerals. Families require safe and secure places from which to travel, and this home base is usually from where they access doctors, schools and a dentist.
- 10.2 Respondents were asked about their travelling practices in the previous year (Table 10.1). Overall 42% of Gypsies and Travellers and 71% of Travelling Showpeople had travelled in the past year.

Table 10.1 Travelling behaviour in previous year									
		Gypsies and Travellers							
		Bolton	Bury	Manchester	Rochdale	Salford	Trafford	Wigan	TOTAL
Yes	No	14	6	4	12	11	9	13	69
	%	35%	35%	25%	57%	55%	53%	39%	42%
No	No	26	11	12	9	9	8	20	95
	%	65%	65%	75%	43%	45%	47%	61%	58%
TOTAL	No	40	17	16	21	20	17	33	164
	%	100%	100%	100%	100%	100%	100%	100%	100%
		Travelling Showpeople							
		Bolton	Bury	Manchester	Salford	Tameside	Wigan	TOTAL	
Yes	No	66	13	36	69	24	27	235	
	%	73%	65%	65%	70%	73%	75%	71%	
No	No	24	7	19	29	9	9	97	
	%	27%	35%	35%	30%	27%	25%	29%	
TOTAL	No	90	20	55	98	33	36	332	
	%	100%	100%	100%	100%	100%	100%	100%	

- 10.3 Of respondents that had travelled in the previous year and provided information on travelling times, the most popular duration of travel was less than two weeks for Gypsies and Travellers (94%). Travelling Showpeople were much more likely to travel for longer periods, with 30% travelling for between nine and 12 weeks and 68% travelling for between 13 and 26 weeks.

**Table 10.2 Length of time travelling**

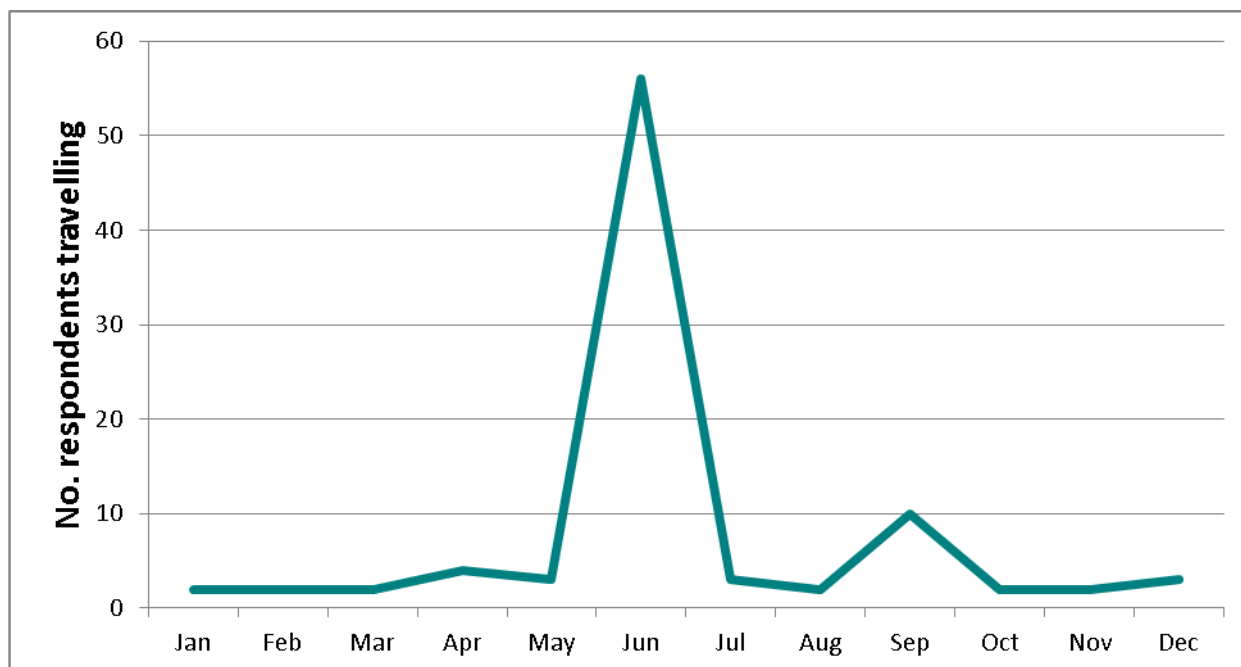
		Gypsies and Travellers							
		Bolton	Bury	Manchester	Rochdale	Salford	Trafford	Wigan	TOTAL
No more than thirteen days	No	13	6	4	11	7	6	13	60
	%	100%	100%	100%	100%	88%	67%	100%	94%
2 to 4 weeks (or one month)	No					1	1		2
	%					13%	11%		3%
5 to 8 weeks (or 2 months)	No						1		1
	%						11%		2%
9 to 12 weeks (or 3 months)	No								
	%								
13 to 26 weeks (or 6 months)	No						1		1
	%						11%		2%
Over 6 months but less than 10 months	No								
	%								
Over 10 months but less than 12 months	No								
	%								
All year	No								
	%								
<b>TOTAL</b>	<b>No</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>11</b>	<b>8</b>	<b>9</b>	<b>13</b>	<b>64</b>
	<b>%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

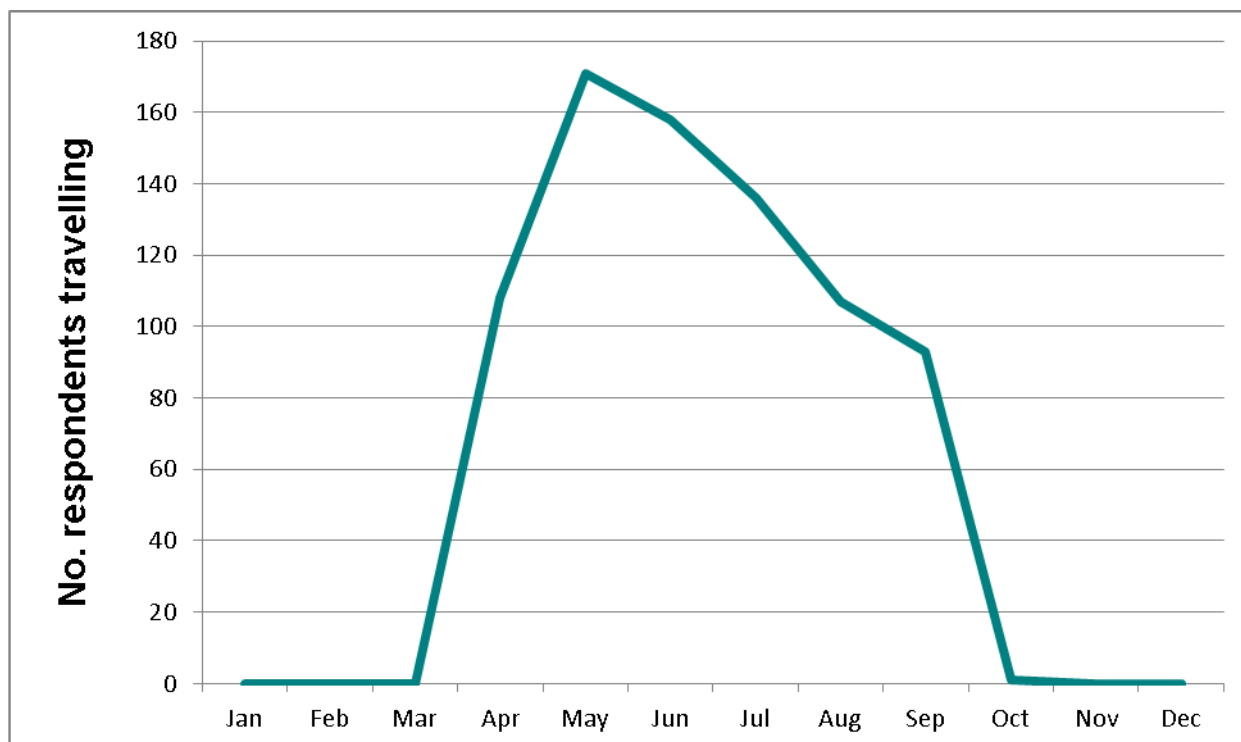
		Travelling Showpeople						
		Bolton	Bury	Manchester	Salford	Tameside	Wigan	TOTAL
No more than thirteen days	No				2			2
	%				3%			1%
2 to 4 weeks (or one month)	No			1				1
	%			3%				0%
5 to 8 weeks (or 2 months)	No	1						1
	%	2%						0%
9 to 12 weeks (or 3 months)	No	18	2	16	16	10	5	67
	%	30%	15%	44%	24%	42%	19%	30%
13 to 26 weeks (or 6 months)	No	41	11	19	48	14	21	154
	%	67%	85%	53%	72%	58%	81%	68%
Over 6 months but less than 10 months	No	1			1			2
	%	2%			1%			1%
Over 10 months but less than 12 months	No							
	%							
All year	No							
	%							
<b>TOTAL</b>	<b>No</b>	<b>61</b>	<b>13</b>	<b>36</b>	<b>67</b>	<b>24</b>	<b>26</b>	<b>227</b>
	<b>%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

10.4 Figure 10.1 summarises when Gypsy and Traveller respondents travelled. Most travelling activity is between May and July with further activity reported in September.. Figure 10.2 summarises when Travelling Showpeople travelled, demonstrating activity between March and October, with peak of travelling during May.

**Figure 10.1 Months when travelling takes place: Gypsies and Travellers**



**Figure 10.2 Months when travelling takes place: Travelling Showpeople**



- 10.5 A range of reasons were given for travelling but the most frequently mentioned were attending fairs (78%), religious meetings and conventions (6%) and visiting family (7%).
- 10.6 A range of problems can be experienced whilst travelling and respondents were asked to identify these based on their experiences (Table 10.3). Amongst Gypsies and Travellers, most frequently mentioned problems were abuse, harassment or discrimination (69%), no places to stop over (54%), no water facilities and lack of toilet facilities (both 50%). Amongst Travelling Showpeople, a broader range of problems were experienced including problems with rubbish collection (47%), abuse, harassment or discrimination (44%), closing of traditional stopping places (30%), no water facilities (28%) and lack of toilet facilities (24%).

**Table 10.3 Problems whilst travelling**

		Gypsies and Travellers							
		Bolton	Bury	Manchester	Rochdale	Salford	Trafford	Wigan	TOTAL
No places to stop over	No	12	5	2	2	6	4	6	37
	%	86%	83%	50%	17%	55%	50%	46%	54%
Closing of traditional stopping places	No	1	1	1	4	3	3	4	17
	%	7%	17%	25%	33%	27%	38%	31%	25%
Abuse, harassment or discrimination	No	13	3	1	1	11	6	12	47
	%	93%	50%	25%	8%	100%	75%	92%	69%
Lack of toilet facilities	No	5	4	3	4	6	4	8	34
	%	36%	67%	75%	33%	55%	50%	62%	50%
No water facilities	No	5	4	3	4	6	4	8	34
	%	36%	67%	75%	33%	55%	50%	62%	50%
Problems with rubbish collection	No			1	2	1	2		6
	%			25%	17%	9%	25%		9%
Police behaviour	No								
	%								
Enforcement officer behaviour	No								
	%								
Behaviour of other travellers	No	1			4	1	2	2	10
	%	7%			33%	9%	25%	15%	15%
Other	No								
	%								
<b>TOTAL</b>	<b>No</b>	<b>14</b>	<b>6</b>	<b>4</b>	<b>12</b>	<b>11</b>	<b>8</b>	<b>13</b>	<b>68</b>
	<b>%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Table 10.3 (continued)**

		Travelling Showpeople						
		Bolton	Bury	Manchester	Salford	Tameside	Wigan	TOTAL
No places to stop over	No	2			1		1	4
	%	3%			2%		4%	2%
Closing of traditional stopping places	No	15	3	11	26	4	6	65
	%	25%	30%	37%	40%	17%	22%	30%
Abuse, harassment or discrimination	No	40		6	23	8	17	94
	%	66%		20%	35%	35%	63%	44%
Lack of toilet facilities	No	8	2	10	14	12	6	52
	%	13%	20%	33%	22%	52%	22%	24%
No water facilities	No	14	2	9	17	12	7	61
	%	23%	20%	30%	26%	52%	26%	28%
Problems with rubbish collection	No	21	7	14	35	11	14	102
	%	34%	70%	47%	54%	48%	52%	47%
Police behaviour	No				1	1		2
	%				2%	4%		1%
Enforcement officer behaviour	No							
	%							
Behaviour of other travellers	No	15	2	4	13	3	8	45
	%	25%	20%	13%	20%	13%	30%	21%
Other	No							
	%							
<b>TOTAL</b>	<b>No</b>	<b>61</b>	<b>10</b>	<b>30</b>	<b>65</b>	<b>23</b>	<b>27</b>	<b>216</b>
	<b>%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Note: Some respondents indicated more than one problem; hence the percentages do not add up to 100.

## 11. Wider Service and Support Needs

11.1 This research provides a valuable opportunity to review the wider service and support needs of Gypsies, Travellers and Travelling Showpeople, and this chapter discusses issues raised through the household survey and stakeholder consultation.

### Services used in the last year

11.2 Interviewees were asked which services they had used in the last year (Tables 11.1 and 11.2). The most used services amongst Gypsies and Travellers were Doctor (GP) (98%), Accident and Emergency (54%) and Dentist (49%). Amongst Travelling Showpeople, GP services were accessed by 98% of respondents, 62% had used Accident and Emergency and 29% had used a Dentist.

**Table 11.1 Services used in the last 12 months**

		Gypsies and Travellers							
		Bolton	Bury	Manchester	Rochdale	Salford	Trafford	Wigan	TOTAL
Gypsy services	No %								
Traveller Education	No %	6 15%	1 6%			5 25%	1 6%	1 3%	14 9%
Adult education	No %								
Law Centre	No %								
Citizens Advice Bureau	No %	7 18%	2 12%	1 6%	2 10%	3 15%	5 29%	9 27%	29 18%
Other welfare rights advice	No %								
Doctor (G.P.)	No %	39 98%	17 100%	15 94%	21 100%	19 95%	17 100%	32 97%	160 98%
Dentist	No %	22 55%	5 29%	5 31%	11 52%	11 55%	10 59%	17 52%	81 49%
Accident and emergency	No %	24 60%	7 41%	9 56%	12 57%	9 45%	12 71%	16 48%	89 54%
Health Visitors	No %	2 5%						1 3%	3 2%
Social Services	No %								
Other	No %								
<b>TOTAL</b>	<b>No %</b>	<b>40 100%</b>	<b>17 100%</b>	<b>16 100%</b>	<b>21 100%</b>	<b>20 100%</b>	<b>17 100%</b>	<b>33 100%</b>	<b>164 100</b>

										%
--	--	--	--	--	--	--	--	--	--	---

Note: Some respondents indicated more than one service; hence the percentages do not add up to 100.

Table 11.1 (continued)

		Travelling Showpeople						
		Bolton	Bury	Manchester	Salford	Tameside	Wigan	TOTAL
Gypsy services	No							
	%							
Traveller Education	No	3			3			6
	%	3%			3%			2%
Adult education	No	2						2
	%	2%						1%
Law Centre	No							
	%							
Citizens Advice Bureau	No	16	4	4	14	4	9	51
	%	18%	20%	7%	14%	12%	25%	15%
Other welfare rights advice	No	1						1
	%	1%						0%
Doctor (G.P.)	No	87	19	51	98	33	36	324
	%	97%	95%	94%	100%	100%	100%	98%
Dentist	No	21	3	13	34	15	11	97
	%	23%	15%	24%	35%	45%	31%	29%
Accident and emergency	No	65	9	37	51	15	28	205
	%	72%	45%	69%	52%	45%	78%	62%
Health Visitors	No	1			2			3
	%	1%			2%			1%
Social Services	No							
	%							
Other	No							
	%							
<b>TOTAL</b>	<b>No</b>	90	20	54	98	33	36	331
	<b>%</b>	100%	100%	100%	100%	100%	100%	100%

Note: Some respondents indicated more than one service; hence the percentages do not add up to 100.

## 12. Stakeholder consultation

### Overview

- 12.1 Stakeholders were invited to participate in a survey aimed at identifying a range of information, including establishing the key perceived issues facing the Gypsy and Traveller community within Greater Manchester, and ways in which these need to be addressed. Stakeholders were asked to respond to any of the questions within the survey. A total of 34 separate responses to the stakeholder consultation were obtained from a broad range of representatives including the Police, and Health and Local Authorities (planning, housing, homelessness, diversity), community representatives and the Showmen's Guild. Respondents answered only the questions that they felt were relevant to their knowledge and experience. This is a qualitative summary of the views expressed by stakeholders responding to the on line survey and not the views of arc<sup>4</sup>.

### General support for Gypsies and Travellers

- 12.2 Generally there was agreement that there is insufficient understanding of the education, employment, health and support needs of Gypsies, Travellers and Travelling Showpeople in Greater Manchester, and that there is room for improvement in this regard. There appears to be inadequate monitoring of Travellers' needs and no overall coordination of data, with different Local Authorities collecting different data. One respondent highlighted that, given the movement of Travellers between local authority areas, improved communication between Authorities would be beneficial.
- 12.3 One stakeholder made the point that Travellers living on authorised sites are more likely to be supported and monitored, but that there is a gap in terms of transient (transit) households. The reluctance of Travellers to be monitored was identified, as well as the Local Authorities' lack of appetite both strategically and politically to undertake monitoring.
- 12.4 A number of respondents (eight) felt that additional support is required for Travellers, especially those passing through the area. Options include provision of dedicated liaison staff, and establishment of support groups/networks to effectively engage with the Travelling communities. The inaccessibility of mainstream services to many Travellers was highlighted, including the existence of institutional and individual discrimination/prejudice.
- 12.5 Ten respondents felt that there is inadequate awareness of the cultural, support and accommodation needs of Gypsies, Travellers and Travelling Showpeople in the study area. The point was made that awareness needs to be raised sensitively given the damage caused by programmes such as 'Big Fat Gypsy Wedding'. The need for training and awareness raising sessions for elected members and members of the public was identified. One respondent identified the need for Local Authorities to interact more with

Travelling Showpeople and other Travelling communities so that they can understand the differences between them.

- 12.6 The majority of respondents (79%) identified that their organisation had undertaken action to raise awareness of requirements; one of these specified that this has been done amongst officers but not at an organisational level. This was reflective of a number of responses that indicated that action was being taken more at a personal/officer level rather than at a strategic organisational level.

### Provision of accommodation – new and existing

- 12.7 The minority of respondents (4.17%) thought that there is sufficient provision of permanent pitches for Gypsies, Travellers and Travelling Showpeople across Greater Manchester.
- 12.8 In terms of locations for new provision, stakeholders felt that patterns of unauthorised encampments provide a good indicator. Other responses include the need for new sites to be located where Travelling communities want them to be, and for sites to be accessible, especially to the road network. Six stakeholders identified the need for a more equitable distribution of provision across all the Local Authority areas.
- 12.9 Stakeholders were asked what they felt were the perceived barriers to the provision of new permanent and transit sites in the study area. The following were including:
- Reluctance of Local Authorities to promote the provision of new sites;
  - Political resistance;
  - Public ignorance/prejudice;
  - Local opposition;
  - Cost of land/property;
  - Lack of funding;
  - Land availability;
  - Extent of Greenbelt;
  - Lack of locations;
  - The planning system;
  - Lack of expressed demand; and
  - Need for mixed commercial and residential sites (for Travelling Showpeople), which are hard to locate.
- 12.10 Over half of stakeholders responding (54.2%) identified a need for transit provision within the study area. Again stakeholders felt that unauthorised encampments provide a good indication as to potential locations for new transit provision. Others felt that transit pitches should be accessible and close to key transport routes.

- 12.11 The majority of respondents (96%) identified barriers to the provision of new transit pitches. The barriers identified were similar to those for the provision of permanent pitches.
- 12.12 In terms of existing provision, there were a range of stakeholder views on standards and facilities ranging from *'appalling'* to *'generally well maintained'*. Overcrowding was identified as an issue in relation to yards for Travelling Showpeople in Bolton. It is probably fair to assume that standards vary from site to site and that some are better than others.
- 12.13 Stakeholders are aware of families living in bricks and mortar accommodation. Some stakeholders felt that Travellers living in bricks and mortar were settled whilst others felt that they were not. In reality it may be a mix of the two. Only three Travelling Showpeople households were identified as living in bricks and mortar accommodation.
- 12.14 Six stakeholders felt that additional provision of sites needs to be made to accommodate the requirements of Gypsies, Travellers and Travelling Showpeople living in bricks and mortar accommodation across Greater Manchester.
- 12.15 73.3% of respondents indicated that unauthorised encampments are problematic for their organisation due to the costs associated with them in terms of officer time dealing with serving notice and attending Court, responding to complaints, removing rubbish, and repairing damage. Whilst stakeholders generally recognise that unauthorised encampments are indicative of insufficient authorised provision, they also state that they do not *'portray Travellers in the best light'* either. One respondent states that *'the situation, whilst therefore sometimes unavoidable, can be self-defeating. Formal transit provision is therefore a better alternative.'*
- 12.16 Local communities respond very negatively to unauthorised encampments. The lack of provision for rubbish disposal on unauthorised encampments means that it gets left behind. This is costly for a local authority to dispose of and also has a significantly negative impact upon how the settled community view Travellers. The negative perception of Travellers generated by unauthorised encampments increases misunderstanding, prejudice and discrimination.

## Planning policy

- 12.17 31.6% of respondents identified that policy on Greenbelt had restricted the supply of new sites and pitches. Other planning policies that were identified as having restricted provision included:
- Failure to prepare up to date Plans;
  - Lack of site allocations;
  - Local opposition in areas where planning applications have been made;
  - Overly onerous criteria based policy stipulating when new sites will be permitted;
  - Non-completion of the Regional Spatial Strategy Partial Review; and

- Land values: scarcity of land means that other land uses carry higher values so even if a site is allocated for new Traveller provision it will not come forward without the land owner's consent.
- 12.18 Five respondents felt that more could be done through planning policy to identify and bring forward new sites, including:
- More positive and proactive planning;
  - Databank of land to be considered for future site provision at the same time as housing provision;
  - Consideration of land at the start of every regeneration project, alongside consideration for housing; and
  - Site allocations.
- 12.19 It was felt that landowners are unlikely to promote sites for Travellers. Planners will need to work closely with Travelling communities to identify and bring forward sites to meet identified need. Once sites are identified, some stakeholders raised concerns about the difficulties faced in getting them approved due to the nature of local opposition, both politically and from local residents in the settled community.
- 12.20 Stakeholders felt that the introduction of the requirement to identify a five year supply of sites through Planning Policy for Traveller Sites was positive. However, concerns were raised as to whether it is possible for the Authorities to deliver given the strength of political and local opposition to new provision for Travellers.

## Cross-boundary issues

- 12.21 15.8% of respondents were aware of regular movements of Gypsies, Travellers and Travelling Showpeople from neighbouring areas in or out of Greater Manchester.
- 12.22 The following cross-boundary issues were identified by stakeholders:
- There are out migration issues as Travellers cannot find sites within the conurbation;
  - Poor management practices on some sites have compromised the accessibility of the sites in question;
  - Adjacent authorities need to meet their own requirements to prevent issues arising within Greater Manchester;
  - There may be need for some redistribution of need between Greater Manchester Districts in recognition of the current differing levels of provision;
  - Travelling Showpeople would prefer to move out of Greater Manchester to Fylde to be closer to where they work; and
  - Linkages to adjoining areas (GTAA's) should be considered.
- 12.23 Stakeholders thought that the outcomes from the study should be:

- An assessment of the need and location for pitches/sites arising from families living in Greater Manchester, and those prevented from living in the area by lack of provision;
- Recognition of racism and discrimination;
- Increased awareness;
- Identification of any perceived cross-boundary issues between the study area and others;
- Improved site provision;
- A more strategic approach across Greater Manchester; and
- An indication of the main movements between the study area and neighbouring areas.

## Neighbouring authorities

- 12.24 Six out of eight respondents agreed that the stakeholder survey contributed to the Local Authorities' requirements under the Duty to Cooperate; however, the majority of respondents stated that further engagement was necessary.

12.25

## 13. Summary of Findings

### Gypsies and Traveller Pitch Requirements

- 13.1 The findings of the research show that there a shortfall of 34 pitches for Gypsies and Travellers across Greater Manchester over the next five years (2014/15 to 2018/19) using the baseline model of reviewing the pitch requirements of households currently living on pitches. There was no evidenced need in Oldham or Stockport; the current lack of provision in these areas correlates with the current lack of identified requirement within them. Sufficient pitch capacity was identified in Salford. It should be noted that analysis has assumed no turnover as all existing households have stated that they do not intend to move in the next five years. However, we would expect there to be some turnover on sites and release of pitches for existing and newly-forming households from households moving off and from household dissolution. The actual delivery of pitches to address identified shortfalls should be amanged through planning at a strategic level taking account of the requirements of the Duty to Co-operate.
- 13.2 Requirements after 2018/19 are based on the demographic information from the household survey and is based on likely levels of household formation. It is reasonable to assume that there will be an element of turnover between 2019/20 and 2033/34. Table 13.1 indicates a total requirement of 90 pitches over the 20 year period 2014/15 to 2033/34 based on households currently living on pitches. As there is likely to be some turnover resulting in the availability of pitches, the figures in Table 13.1 should be regarded as being at the upper end of actual requirements based on current survey evidence and assumed household formation rates from households living on pitches.
- 13.3 The alternative modelling of need, which makes an allowance for households in bricks and mortar accommodation moving onto pitches, would suggest a five year shortfall of 102 pitches and a total pitch requirement of 158 over the 20 year period 2014/15 to 2033/34.

**Table 13.1 Summary Table - Gypsies and Travellers**

District	2014/15 - 2018/19	2019/20 - 2023/24	2024/25- 2028/29	2029/30 - 2033/34	Total
Bolton	4	4	5	4	17
Bury	5	1	2	3	11
Manchester	6	2	2	1	11
Oldham	0	0	0	0	0
Rochdale	5	1	3	3	12
Salford	-2	2	4	1	5
Stockport	0	0	0	0	0
Tameside	2	0	0	0	2
Trafford	7	1	2	4	14

Wigan	8	2	5	4	18
<b>Greater Manchester Total</b>	<b>34</b>	<b>13</b>	<b>23</b>	<b>20</b>	<b>90</b>

## Travelling Showpeople Plot Requirements

- 13.4 For Travelling Showpeople the analysis indicates a shortfall of 139 plots over the period 2014/15 to 2018/19, particularly in Salford (46), Manchester (26) and Bolton (26). No requirements were evidenced in Oldham, Rochdale or Trafford. It should be noted that analysis has assumed no turnover as all existing households have stated that they do not intend to move in the next five years. However, we would expect there to be some turnover on yards and release of plots for existing and newly-forming households from households moving off and from household dissolution.
- 13.5 Requirements after 2018/19 are based on the demographic information from the household survey and are based on likely levels of household formation. It is reasonable to assume that there will be an element of turnover between 2019/20 and 2033/34. Table 13.2 indicates a total requirement of 235 plots over the 20 year period 2014/15 to 2033/34 based on households currently living on plots. As there is likely to be some turnover resulting in the availability of plots the figures in Table 13.2 should be regarded as being at the upper end of actual requirements based on current survey evidence and assumed household formation rates from households living on plots.

**Table 13.2 Summary Table – Travelling Showpeople**

District	2014/15 - 2018/19	2019/20 - 2023/24	2024/25- 2028/29	2029/30 - 2033/34	Total
Bolton	26	8	12	5	51
Bury	7	3	2	1	13
Manchester	26	4	5	3	38
Oldham	0				0
Rochdale	0				0
Salford	46	10	14	6	76
Stockport	5				5
Tameside	10	5	5	3	23
Trafford	0				0
Wigan	19	2	4	4	29
<b>Greater Manchester Total</b>	<b>139</b>	<b>32</b>	<b>42</b>	<b>22</b>	<b>235</b>

## Transit requirements MB needs updating when transit done

- 13.6 Overall, analysis of unauthorised encampment data and contextual information indicates that new transit provision is needed across Greater Manchester. It is recommended that provision for 59 transit pitches be made across the study area as a whole (Table 13.3)

**Table 13.3 Summary of transit pitch requirements 2014/18 to 2018/19**

Authority	5 year pitch requirement (single van use)	Total maximum caravans that could be accommodated
Bolton	6	12
Bury	7	14
Manchester	4	8
Oldham	5	10
Rochdale	6	12
Salford	5	10
Stockport	9	18
Tameside	6	12
Trafford	5	10
Wigan	6	12
<b>Total</b>	<b>59</b>	<b>118</b>

- 13.7 This study makes two final recommendations regarding transit provision. Firstly, record keeping and information sharing should be improved across Greater Manchester. The data collected was based on individual local authority information and it may be that some families are moving within Greater Manchester and between authority areas – therefore their transit need could be recorded in several local authority areas.
- 13.8 Secondly, it may also be appropriate to consider provision of a Greater Manchester-wide transit site provision, with the need for 59 pitches spread across the local authorities (6 in each Local Authority). This would provide a strategic response to addressing the issue of unauthorised encampment activity.

## Future research

- 13.9 Further research should be undertaken in five years to review the position in respect of accommodation need and requirements of Gypsies, Travellers and Travelling Showpeople in Greater Manchester and to update turnover rates.
- 13.10 We also recommend that the Authorities continue to work together as they have done previously and to continue a dialogue to ensure that the needs of the communities are being monitored and addressed.

## Headline findings from the study

### Current provision

- 13.11 Across Greater Manchester there are currently a total of 181 pitches on 12 sites. 11 of the sites are permanent and one is a temporary authorised site. Of the permanent sites, six are owned by Local Authorities (123 pitches) and five are privately owned (53 pitches). The temporary authorised site has 2 occupied pitches. A total of 27 pitches have been identified as empty by the

Local Authorities. In addition, there are five pitches that are being re-provided following refurbishment on the Duchy Road site in Salford.

- 13.12 There are a total of 366 Travelling Showperson plots on 19 yards. There are a total of nine permanent yards owned by local authorities (196 plots) that tend to be leased to occupiers, and ten permanent privately owned yards (170 plots). A total of 16 plots were identified as empty at the time of the survey fieldwork.
- 13.13 In terms of ownership of the dwelling in which households live, 98% of Gypsies and Travellers own their own home and 2% rent from a Council. 100% of Travelling Showpeople own their own home. Just over half (57%) of Gypsies and Travellers rent their pitch from a Local Authority. A further 27% rent the pitch privately without planning permission and 15% stated 'not applicable'. Of the Travelling Showpeople respondents, a majority of 92% stated 'not applicable' so it is difficult to obtain a true representation of land ownership from survey responses, but site information indicates that 53.6% of plots are on Local Authority owned yards and 46.4% of plots are on privately owned yards.
- 13.14 Virtually all respondents did not state any repair problems with their home and all respondents described the state of repair of their home as being good or very good.
- 13.15 Overcrowding was not identified as a problem amongst Gypsies and Travellers and only 1% of Travelling Showpeople thought that their home was overcrowded.
- 13.16 Virtually all respondents felt they had enough space on their pitch/plot for trailers, wagons, horse boxes, vehicles and loads. 12% of Gypsies and Travellers felt they had inadequate space in their amenity blocks/sheds.
- 13.17 Shared facilities was rarely mentioned, with only six Gypsy and Traveller households living in Bolton identified as having to share a toilet with another household.

### Permanent Pitch and Plot Requirements

- 13.18 Since the obligation to provide Gypsy and Traveller sites was abolished in 1994, a gap in the provision of permanent sites has emerged nationally. This study has provided robust estimates of the size of the population of these communities, and establishes their current and future accommodation requirements.
- 13.19 Using the CLG-approved model for calculating pitch requirements, the research has demonstrated that across Greater Manchester there is a shortfall of 34 Gypsy and Traveller pitches over the period 2014/15 to 2018/19 and 139 Showperson Plots over the same period.
- 13.20 Longer-term modelling based on demographic data would suggest a total 20 year requirement (2014/15 to 2033/34) of up to 90 pitches and 235 plots but longer term projections should be reviewed as part of a suggested five-yearly update of the evidence base.

- 13.21 CLG guidance advocates smaller permanent sites of between six and 12 pitches. There is a need to take a long-term view of site management as it is more intensive and demanding than most conventional housing management, and it would be sensible to look at this issue in greater depth. Different management models may be appropriate for different sites, with mainstream approaches to recruitment and selection of managers needing to reflect cultural sensitivities.
- 13.22 For all communities, the method of analysis is such that it is possible to periodically update the assessment of accommodation need through the careful recording of key data. For Gypsy and Traveller Communities, the number of extant authorised pitches and a summary of the number of households on sites needs to be regularly updated from the baseline information provided in this assessment.

## Headline findings by local authority

### Bolton

- 13.23 There are currently 39 Gypsy and Traveller pitches on sites across the District of which 31 are occupied and eight are vacant. Regarding showpeople, there are 91 plots of which 89 are occupied and two are vacant.
- 13.24 The research findings show that there is a shortfall of 4 Gypsy and Traveller pitches over the period 2014/15 to 2018/19 and 26 Travelling Showperson plots.
- 13.25 Over the longer-term (2019/20 to 2033/34) there are expected to be an additional 13 Gypsy and Traveller and 25 Travelling Showperson households who are expected to require a pitch/plot.
- 13.26 Based on a review of available evidence, it is suggested there is a need for six transit pitches but these could be provided as part of a Greater Manchester-wide approach to transit need.

### Bury

- 13.27 There are currently 17 Gypsy and Traveller pitches on sites across the District of which 17 are occupied and zero are vacant. Regarding Travelling Showpeople, there are 20 plots of which 20 are occupied and zero are vacant.
- 13.28 The research findings show that there is shortfall of five Gypsy and Traveller pitches over the period 2014/15 to 2018/19 and seven Travelling Showperson plots.
- 13.29 Over the longer-term (2019/20 to 2033/34) there are expected to be an additional six Gypsy and Traveller and six Travelling Showperson households who are expected to require a pitch/plot.
- 13.30 Based on a review of available evidence, it is suggested there is a need for seven transit pitches but these could be provided as part of a Greater Manchester-wide approach to transit need.

## Manchester

- 13.31 There are currently 16 Gypsy and Traveller pitches on sites across the District of which 11 are occupied and five are vacant. Regarding Travelling Showpeople, there are 72 plots of which 67 are occupied and five are vacant.
- 13.32 The research findings show that there is shortfall of six Gypsy and Traveller pitches over the period 2014/15 to 2018/19 and 26 Travelling Showperson plots.
- 13.33 Over the longer-term (2019/20 to 2033/34) there are expected to be an additional five Gypsy and Traveller and 12 Travelling Showperson households who are expected to require a pitch/plot.
- 13.34 Based on a review of available evidence, it is suggested there is a need for four transit pitches but these could be provided as part of a Greater Manchester-wide approach to transit need.

## Oldham

- 13.35 There are currently no Gypsy and Traveller pitches or Showperson Plots in the District.
- 13.36 No shortfalls in provision were identified over the period 2014/15 to 2018/19 nor over the longer term 2019/20 to 2033/34.
- 13.37 Based on a review of available evidence, it is suggested there is a need for five transit pitches but these could be provided as part of a Greater Manchester-wide approach to transit need.

## Rochdale

- 13.38 There are currently 27 Gypsy and Traveller pitches on sites across the District of which 21 are occupied and six are vacant. Regarding Travelling Showpeople, there are no plots in the District.
- 13.39 The research findings show that there is shortfall of five Gypsy and Traveller pitches over the period 2014/15 to 2018/19 and zero Travelling Showperson plots.
- 13.40 Over the longer-term (2019/20 to 2033/34) there are expected to be an additional seven Gypsy and Traveller and zero Travelling Showperson households who are expected to require a pitch/plot.
- 13.41 Based on a review of available evidence, it is suggested there is a need for six transit pitches but these could be provided as part of a Greater Manchester-wide approach to transit need.

## Salford

- 13.42 There are currently 21 Gypsy and Traveller pitches on sites across the District of which 20 are occupied and one is vacant. Regarding Travelling

Showpeople, there are 100 plots of which 100 are occupied and zero are vacant.

- 13.43 The research findings show that there is a sufficient number of Gypsy and Traveller pitches over the period 2014/15 to 2018/19 but a shortfall of 46 Travelling Showperson plots.
- 13.44 Over the longer-term (2019/20 to 2033/34) there are expected to be an additional seven Gypsy and Traveller and 30 Travelling Showperson households who are expected to require a pitch/plot.
- 13.45 Based on a review of available evidence, it is suggested there is a need for five transit pitches but these could be provided as part of a Greater Manchester-wide approach to transit need.

### Stockport

- 13.46 There are currently no Gypsy and Traveller pitches or Showperson Plots in the District.
- 13.47 The research findings identified no shortfalls in pitch provision for Gypsies and Travellers over the period 2014/15 to 2018/19 and a five plot shortfall for Travelling Showpeople who want to move to Stockport. Over the longer term 2019/20 to 2033/34 no pitch or plot shortfalls were identified.
- 13.48 Based on a review of available evidence, it is suggested there is a need for nine transit pitches but these could be provided as part of a Greater Manchester-wide approach to transit need.

### Tameside

- 13.49 There are currently five Gypsy and Traveller pitches on a private temporary authorised site in Tameside which are occupied by a family unit. There are 47 Travelling Showperson plots across the District of which 38 are occupied and nine are vacant.
- 13.50 The research findings show that there is a requirement for two Gypsy and Traveller pitches over the period 2014/15 to 2018/19 and a shortfall of 10 Travelling Showperson plots.
- 13.51 Over the longer-term (2019/20 to 2033/34) there are expected to be no additional Gypsy and Traveller but 13 Travelling Showperson households who are expected to require a pitch/plot.
- 13.52 Based on a review of available evidence, it is suggested there is a need for six transit pitches but these could be provided as part of a Greater Manchester-wide approach to transit need.

### Trafford

- 13.53 There are currently 17 Gypsy and Traveller pitches on sites across the District of which 17 are occupied and zero are vacant. Regarding Travelling Showpeople, there are no plots.

- 13.54 The research findings show that there is a shortfall of seven Gypsy and Traveller pitches over the period 2014/15 to 2018/19 and no shortfall in Travelling Showperson plots.
- 13.55 Over the longer-term (2019/20 to 2033/34) there are expected to be an additional seven Gypsy and Traveller and zero Travelling Showperson households who are expected to require a pitch/plot.
- 13.56 Based on a review of available evidence, it is suggested there is a need for five transit pitches but these could be provided as part of a Greater Manchester-wide approach to transit need.

## Wigan

- 13.57 There are currently 39 Gypsy and Traveller pitches on sites across the District of which 32 are occupied and seven are vacant. Regarding Travelling Showpeople, there are 36 plots of which 36 are occupied and zero are vacant.
- 13.58 The research findings show that there is a shortfall of eight Gypsy and Traveller pitches over the period 2014/15 to 2018/19 and a shortfall of 19 Travelling Showperson plots.
- 13.59 Over the longer-term (2019/20 to 2033/34) there are expected to be an additional 11 Gypsy and Traveller and ten Travelling Showperson households who are expected to require a pitch/plot.
- 13.60 Based on a review of available evidence, it is suggested there is a need for six transit pitches but these could be provided as part of a Greater Manchester-wide approach to transit need.

## 14. Conclusion and Strategic Response

- 14.1 This concluding chapter looks at the key challenges and issues facing the Authorities in respect of meeting the accommodation requirements of Gypsies and Travellers and Travelling Showpeople in Greater Manchester. The chapter provides:
- A brief **summary of key issues** emerging from the research, and the challenges these pose;
  - Advice on the **strategic responses available** to the Authorities to address identified issues, including examples of good practice; and
  - Recommendations and next steps.
- 14.2 Whilst many of the suggested measures for tackling the needs of Gypsies, Travellers and Travelling Showpeople listed here constitute best practice, it must be recognised that implementing many of these recommendations may be beyond the capacity of the Local Authorities in the current financial climate, where resources may be extremely limited.
- 14.3 Between 2007 and 2014, the total number of Gypsy and Traveller pitches has reduced from 191 to 181 and the total number of Showperson plots has increased from 356 to 366.
- 14.4 The previous GTAA (published in 2008) used an alternative methodology for calculating pitch/plot requirements which focused on the use of demographic data to derive a population based and supplemented with sample survey information to derive estimates of pitch and plot requirements. This study concluded that there was a shortfall to 2015 of 381 Gypsy and Traveller pitches and 210 Travelling Showperson plots.
- 14.5 The present study has sought to interview all households living on pitches and plots across Greater Manchester to establish the actual scale of need based on detailed household information. This reflects the requirement to identify local levels of need in accordance with CLG Planning Policy for Traveller Sites guidance

### Key issues and how to tackle them

- 14.6 Chapter 13 provides a summary of the headline findings from the research, so these will not be reiterated here. This section of the report focuses on the key issues emerging from the research, and looks at how these challenges might be addressed by the Authorities. Recommendations are highlighted throughout the chapter.
- 14.7 The key priority issues identified by the research include:
- Meeting pitch/plot requirements; and
  - Addressing poor conditions on existing sites.

## Meeting pitch/plot requirements

### 14.8 The research has evidenced:

- There is a five year (2014/15 to 2018/19) Gypsy and Traveller requirement of 34 additional pitches across Greater Manchester;
- The requirement increases to 102 additional pitches if assumptions around the household aspirations of those living in bricks and mortar accommodation are also considered;
- Analysis of unauthorised encampment activity would suggest a Greater Manchester requirement for up to 59 transit pitches. However, it is recommended that the Authorities collaborate more on data collection and monitoring of households moving within the Greater Manchester area to inform the future development of transit pitches;
- The Travelling Showperson community has grown considerably over the past decade within Greater Manchester and there is a five year shortfall for 139 Showperson plots across Greater Manchester.

### 14.9 Over the longer-term, the research would suggest a requirement of:

- 56 additional Gypsy and Traveller pitches over the period 2019/20 to 2033/34 (comprising 13 over the period 2019/20 to 2023/24, 23 over the period 2024/25 to 2028/29 and 20 over the period 2029/30 to 2033/34; and
- 96 additional Showperson plots over the period 2019/20 to 2033/34 (comprising 32 over the period 2019/20 to 2023/24, 42 over the period 2024/25 to 2028/29 and 22 over the period 2029/30 to 2033/34).

### 14.10 Therefore, over the 20 year period 2014/15 to 2033/24, there is a total requirement for:

- 139 Gypsy and Traveller pitches and 235 Showperson plots.

### 14.11 It is important to note that the longer-term requirements are based on demographic information and assume households will form at the age of 18 and analysis assumes no turnover. We would expect some pitches/plots to become available during this time and would recommend that a similar study is carried out in 2018/19 to accurately identify five year requirements at that point in time. Subsequent research would also establish the baseline number of pitches available for occupancy and changes in turnover rates.

### 14.12 This study complies with the 2007 CLG Guidance, and the needs identified by it are on the basis of 'need where need arises'; the needs identified by the research are from households residing within the study area and not outside it. Needs have been identified on the basis of Local Authority areas.

### 14.13 With a view to facilitating discussions under the Duty to Co-operate, neighbouring local planning authorities were invited to participate in the stakeholder consultation survey and their views are summarised, along with those of other stakeholders, in Chapter 12 of this report. Responses from neighbouring authorities indicate that there is a desire to engage at cross

boundary level in respect of addressing the accommodation requirements of Gypsies and Travellers and Travelling Showpeople.

- 14.14 In order to meet future requirements, the Authorities need to firstly review the potential to increase the number of pitches on available sites<sup>34</sup>, and secondly to ensure they have an adequate supply of additional sites identified in their respective Local Plans to address immediate and longer-term need. The Authorities will need to work closely with both settled and Travelling communities to do this.
- 14.15 The Authorities, in partnership with Travelling communities, need to consider the options available to help meet identified need, including the expansion of existing sites, re-designation of unauthorised sites, use of Community Land Trusts and exceptions site policies. Each of these areas is now looked at in more detail, alongside good practice in planning for Gypsy and Traveller and Travelling Showpeople provision.
- 14.16 Local planning authorities are required to identify land for future residential development to meet identified housing needs, including the needs of Gypsies and Travellers and Travelling Showpeople. Planning authorities are best placed to identify potential future sites, as they are most likely to know the current status of the land and the probability of securing planning permission, and to robustly assess site suitability through the Local Plan process.
- 14.17 Evidence from the household survey indicates that in terms of new provision the majority of Gypsies and Travellers would prefer Local Authority managed sites (82%) with 18% preferring private management. Travelling Showpeople would still favour Local Authority management (65%) but 35% would prefer private management of sites. However, National policy emphasises the use of private provision where possible.

#### *New site identification*

- 14.18 Authorities should consider the role of 'call for sites' exercises, the analysis of which would enable the suitability and deliverability of land in different ownerships to be considered fully. Authorities could look to their own land holdings for suitable and appropriate land for development. Land that is not in need of remediation should be considered first, as remediation may well incur more financial investment than site provision itself. Acquisition of private land could also be considered but given the current economic climate, 'going rates' may negate the viability of development. There has been suggestion of some local authorities 'gifting' land for development and although not a popular suggestion, it should be given consideration.
- 14.19 The Homes and Communities Agency also have land holdings, which should also be explored. Local land owners could also be approached for sites that could be suitable.
- 14.20 The idea of local community members 'knowing' what land is available or suitable is a misnomer identified in research carried out by HSSA, which showed that Travellers are usually unaware of planning restrictions and

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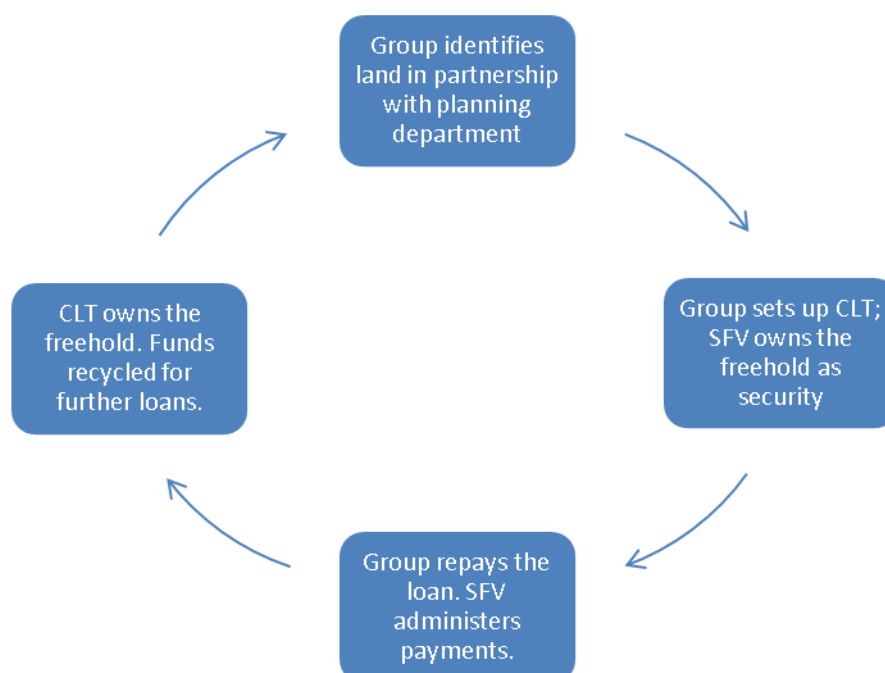
<sup>34</sup> It may not be viable or sustainable to increase the number of pitches on existing sites.

current/past land use. However, where land is already owned by Travellers, support could be offered to bring these sites forward for planning permission as permanent sites where this is appropriate.

### *Community Land Trusts*

- 14.21 The 2008 Housing and Regeneration Act established Community Land Trusts as an option for local communities to acquire and manage land to address a social, environmental or economic interest.
- 14.22 Community Land Trusts (CLTs) are now emerging as an option to help meet the need for more sites for Gypsies and Travellers (Figure 14.1). This approach has successfully been adopted by Mendip District Council in Somerset, which has committed funding to developing a CLT locally, despite Government cuts in funding<sup>35</sup>.
- 14.23 In the Mendip model, the Council has worked with Travellers and community groups to develop a CLT which facilitates Gypsies and Travellers purchasing land at low cost with a loan made available through a specific funding vehicle (SFV). Travellers develop a business plan for their proposal. Land owners are needed to sell small parcels of land for sites; this land cannot be sold for profit but is retained in perpetuity for provision of Traveller site accommodation. To incentivise landowners an upfront deposit is provided. The following diagram illustrates how the model works. A fundamental challenge with this approach is resourcing the model in the absence of Government subsidy; in Mendip the local authority has provided £100,000 to get their scheme off the ground.

**Figure 13.1 How does CLT model work?**



<sup>35</sup> <http://www.gypsy-traveller.org/wp-content/uploads/2011/04/MDC-CLT-Scheme-LeafletTRIFOLD.pdf>

### *Planning gain*

- 14.24 Use of planning obligations to deliver sites for Gypsies and Travellers and Travelling Showpeople could be explored further by the Authorities. The approach has been used successfully elsewhere (South Cambridgeshire)<sup>36</sup>. Planning obligations to address Traveller requirements on sites other than trailer parks could also be considered. However, some caution may be required as a result of CIL legislation. It is important that, where this approach is adopted, regular monitoring takes place to ensure that the requisite pitches are being made available to, and are being used by, Travellers; enforcement action will be necessary where this is not the case.

### *Good practice in planning for Gypsy and Traveller provision*

- 14.25 There are a number of resources available to local planning authorities to assist them in planning for Gypsy and Traveller provision, including resources from the Planning Advisory Service (PAS) and the Royal Town Planning Institute (RTPI), which are presented in Appendix B. In addition, the Local Government Agency and Local Government Association have resources available for local authorities working with Traveller communities to identify sites for new provision, these include dedicated learning aids for elected members<sup>37</sup>.
- 14.26 Work undertaken by PAS<sup>38</sup> identified ways in which the planning process can increase the supply of authorised Gypsy and Traveller pitches. The RTPI has developed a series of Good Practice notes for local planning authorities. Both are summarised at Appendix B.
- 14.27 Research undertaken by the Joseph Rowntree Foundation<sup>39</sup> in 2007 identified the importance of leadership in successfully delivering new provision for Travellers. The study found that demonstrating the case for new provision is essential in terms of successfully engaging local communities and countering opposition to new provision. The research points to three cases for new provision:
- The Business case: the costs associated with unauthorised encampment and developments;
  - The Social case: that accommodation is key to equality in terms of health and education outcomes; and
  - The Legal case: requirements and obligations under the Housing Act, Localism Act, the National Planning Policy Framework, Planning policy for traveller sites, and decisions made by the Planning Inspectorate.

<sup>36</sup> Planning Advisory Service Spaces and Places for Gypsies and Travellers November 2006 page 10

<sup>37</sup> IDEa (now Local Government Agency) local leadership academy providing Gypsy and Traveller sites

<sup>38</sup> PAS spaces and places for gypsies and travellers how planning can help

<sup>39</sup> Joanna Richardson Providing Gypsy and Traveller Sites: Contentious Spaces JRF 2007

### Recommendations for meeting pitch requirements

To enable the Authorities to meet the identified pitch requirements it is recommended that consideration is given to the following:

- That Authorities work collaboratively with neighbouring local planning authorities to meet identified need;
- That mechanisms are established to enable effective engagement with both settled and Traveller communities about identifying future sites;
- That existing sites are reviewed to ascertain the scope for extension and increasing the number of pitches available;
- That appropriate sites are identified to meet requirements;
- That consideration be given to the development of additional transit provision within Greater Manchester;
- That needs are monitored on an on-going basis;
- That options to secure provision of pitches through planning gain and exception sites are pursued;
- That the use of CLTs to meet needs is explored;
- That consideration is given to disposal of publicly owned land to meet pitch requirements;
- That consideration is given as to the ways in which Travellers can be supported through the planning application process;
- That a key point of contact is identified for the Authorities to deal with all matters relating to Travellers;
- That key stakeholders are kept up-to-date and fully briefed on progress;
- That resources are identified to develop a proactive communications strategy, starting with dissemination of these research findings, to enable positive media coverage of Traveller issues; and
- That, where necessary, training is provided for staff and elected members to promote better cultural understanding, counter prejudice and aid communication.

### Concluding comments

- 14.28 The overarching purpose of this study has been to identify the accommodation requirements of Gypsies and Travellers and Travelling Showpeople across Greater Manchester. The findings of this study form a central part of the evidence base of the accommodation requirements of Gypsies and Travellers within the Greater Manchester area and, as such, can be used by the Greater Manchester Local Authorities to inform their individual strategic planning decisions. Overall shortfalls of both pitches and plots have

been identified and summarised in Tables 14.1 (permanent) and Table 14.2 (transit).

- 14.29 It is also recommended that this evidence base is refreshed on a regular basis to ensure that the level of pitch and plot provision remains appropriate for the Gypsy and Traveller and Travelling Showpeople population across Greater Manchester.

**Table 14.1 Summary of overall pitch and plot requirements over 5 years 2014/15 to 2018/19 and subsequent 15 years 2019/20 to 2033/34 (excluding bricks and mortar households)**

Authority		Gypsy and Traveller	Travelling Showperson	Total
Bolton	5 yr shortfall 2014/15 to 2018/19	4	26	30
	2019/20 to 2033/24	13	25	38
Bury	5 yr shortfall 2014/15 to 2018/19	5	7	12
	2019/20 to 2033/24	6	6	12
Manchester	5 yr shortfall 2014/15 to 2018/19	6	26	32
	2019/20 to 2033/24	5	12	17
Oldham	5 yr shortfall 2014/15 to 2018/19	0	0	0
	2019/20 to 2033/24	0	0	0
Rochdale	5 yr shortfall 2014/15 to 2018/19	5	0	5
	2019/20 to 2033/24	7	0	7
Salford	5 yr shortfall 2014/15 to 2018/19	-2	46	44
	2019/20 to 2033/24	7	30	37
Stockport	5 yr shortfall 2014/15 to 2018/19	0	5	5
	2019/20 to 2033/24	0	0	0
Tameside	5 yr shortfall 2014/15 to 2018/19	2	10	12
	2019/20 to 2033/24	0	13	13
Trafford	5 yr shortfall 2014/15 to 2018/19	7	0	7
	2019/20 to 2033/24	7	0	7
Wigan	5 yr shortfall 2014/15 to 2018/19	7	19	26
	2019/20 to 2033/24	11	10	21
<b>Greater Manchester</b>	<b>5 yr shortfall 2014/15 to 2018/19</b>	<b>34</b>	<b>139</b>	<b>173</b>
	<b>2019/20 to 2033/34</b>	<b>56</b>	<b>96</b>	<b>152</b>

**Table 14.2 Summary of transit pitch requirements 2014/18 to 2018/19**

Authority	5 year pitch requirement (single van use)	Total maximum caravans that could be accommodated
Bolton	6	12
Bury	7	14
Manchester	4	8
Oldham	5	10
Rochdale	6	12
Salford	5	10
Stockport	9	18
Tameside	6	12

Trafford	5	10
Wigan	6	12
<b>Total</b>	<b>59</b>	<b>118</b>

## Appendix A: Legislative Background

### Overall approach

- A.1 Between 1960 and 2003, three Acts of Parliament had a major impact upon the lives of Gypsies and Travellers. The main elements of these are summarised below.
- A.2 The **1960 Caravan Sites and Control of Development Act** enabled councils to ban the siting of caravans for human occupation on common land, and led to the closure of many sites.
- A.3 The **Caravan Sites Act 1968 (Part II)** required local authorities '*so far as may be necessary to provide adequate accommodation for Gypsies residing in or resorting to their area*'. It empowered the Secretary of State to make designation orders for areas where he (sic) was satisfied that there was adequate accommodation, or on grounds of expediency. Following the recommendations of the Cripps Commission in 1980, provision began to grow rapidly only after the allocation of 100% grants from Central Government. By 1994 a third of local authorities had achieved designation, which meant that they were not required to make further provision and were given additional powers to act against unauthorised encampments. The repeal of most of the Caravan Sites Act under the Criminal Justice and Public Order Act in 1994 led to a reduction in provision, with some sites being closed over a period in which the Gypsy and Traveller population was increasing.
- A.4 The **1994 Criminal Justice and Public Order Act (CJ&POA)**:
- Repealed most of the 1968 Caravan Sites Act;
  - Abolished all statutory obligation to provide accommodation;
  - Discontinued government grants for sites; and
  - Under Section 61 made it a criminal offence to camp on land without the owner's consent.
- A.5 Since the CJ&POA the only places where Gypsies and Travellers can legally park their trailers and vehicles are:
- Council Gypsy caravan sites; by 2000 nearly half of Gypsy caravans were accommodated on council sites, despite the fact that new council site provision stopped following the end of the statutory duty;
  - Privately owned land with appropriate planning permission; usually owned by Gypsies or Travellers. Such provision now accommodates approximately a third of Gypsy caravans in England; and
  - Land with established rights of use, other caravan sites or mobile home parks by agreement or licence, and land required for seasonal farm workers (under site licensing exemptions).
- A.6 By the late 1990s the impact of the 1994 Act was generating pressure for change on both local and national government. There was a major review of law and policy, which included:

- A Parliamentary Committee report (House of Commons 2004).
  - The replacement of Circular 1/94 by Circular 1/2006 (which has since been cancelled and replaced by the Planning policy for traveller sites 2012).
  - Guidance on accommodation assessments (ODPM 2006).
  - The Housing Act 2004 which placed a requirement (s.225) on local authorities to assess Gypsy and Traveller accommodation needs.
- A.7 More recent legislation with a direct impact on the lives of Gypsies and Travellers includes the Housing Act 2004 and the Planning and Compulsory Purchase Act 2004.
- A.8 **Section 225: Housing Act 2004** imposes duties on local authorities in relation to the accommodation needs of Gypsies and Travellers:
- Every local housing authority must, as part of the general review of housing needs in their areas under section 8 of the Housing Act 1985, assess the accommodation needs of Gypsies and Travellers residing in or resorting to their district;
  - Where a local housing authority are required under section 87 of the Local Government Act 2003 to prepare a strategy to meet such accommodation needs, they must take the strategy into account in exercising their functions;
  - A local housing authority must have regard to section 226 ('Guidance in relation to section 225') in:
    - carrying out such an assessment, and
    - preparing any strategy that they are required to prepare.
- A.9 **The Planning and Compulsory Purchase Act 2004** set out to introduce a simpler and more flexible planning system at regional and local levels. It also introduced new provisions which change the duration of planning permissions and consents, and allow local planning authorities to introduce local permitted development rights using 'local development orders'. It made the compulsory purchase regime simpler, fairer and quicker, to support major infrastructure and regeneration initiatives.
- A.10 The Act introduced major changes to the way in which the planning system operates. Local planning authorities are required to prepare a Local Development Framework, which was subsequently amended to a Local Plan document with the introduction of the National Planning Policy Framework in March 2012.
- A.11 Part 8 of the Act contains a series of measures to reform the compulsory purchase regime and make it easier for local planning authorities to make a case for compulsory purchase orders where it will be of economic, social or environmental benefit to the area. This section also brings in amended procedures for carrying out compulsory purchase orders, including a widening of the category of person with an interest in the land who can object, and deals with ownership issues and compensation.
- A.12 **The Localism Act 2011** introduced a number of reforms, including changes to planning enforcement rules, which strengthen the power of local planning authorities to tackle abuses of the planning system. The changes give local

planning authorities the ability to take actions against people who deliberately conceal unauthorised development, and tackle abuses of retrospective planning applications. The Act also introduced the Duty to Co-operate which applies to the provision of Gypsy and Traveller sites; the Duty aims to ensure that neighbouring authorities work together to address issues such as provision of sites for Gypsies and Travellers in a planned and strategic way.

- A.13 **Statutory Instrument 2013 No 830 Town and Country planning Act, England (Temporary Stop Notice) (England) (Revocation) Regulations 2013** came into force on 4<sup>th</sup> May 2013. This Instrument revoked the regulations governing Temporary Stop Notices, which were in place to mitigate against the disproportionate impact of Temporary Stop Notices on Gypsies and Travellers in areas where there was a lack of sufficient pitches to meet the needs of the Travelling community.

## Appendix B: Policy and Guidance

### Introduction

B.1 As part of this research, we have carried out a review of literature, which is presented in this Appendix. A considerable range of guidance documents has been prepared by Central Government to assist local authorities discharge their strategic housing and planning functions. In addition there is considerable independent and academic research and guidance on these issues; some of the key documents are summarised here. The documents are reviewed in order of publication date.

B.2 **A Decent Home: Definition and Guidance for Implementation Update, DCLG, June 2006**

Although not primarily about the provision of caravan sites, facilities or pitches, the June 2006 updated CLG guidance for social landlords provides a standard for such provision. The guidance is set out under a number of key headings:

- Community-based and tenant-led ownership and management;
- Delivering Decent Homes Beyond 2010;
- Delivering mixed communities;
- Procurement value for money; and
- Housing Health and Safety.

The guidance defines four criteria against which to measure the standard of a home:

- It meets the current statutory minimum standard for housing;
- It is in a reasonable state of repair;
- It has reasonably modern facilities and services; and
- It provides a reasonable degree of thermal comfort.

B.3 **Guide to Effective Use of Enforcement Powers - Part 1: Unauthorised Encampments, ODPM, 2006**

The Guide is the Government's response to unauthorised encampments which cause local disruption and conflict. Strong powers are available to the police, local authorities and other landowners to deal with unauthorised encampments. It provides detailed step-by-step practical guidance to the use of these powers, and sets out advice on:

- Choosing the most appropriate power;
- Speeding up the process;
- Keeping costs down;
- The eviction process; and
- Preventing further unauthorised camping.

#### B.4 **Common Ground: Equality, good race relations and sites for Gypsies and Irish Travellers, Commission for Racial Equality, May 2006**

This report was written four years after the introduction of the statutory duty on public authorities under the Race Relations (Amendment) Act to promote equality of opportunity and good race relations and to eliminate unlawful racial discrimination. The CRE expressed concerns about relations between Gypsies and Irish Travellers and other members of the public, with widespread public hostility and, in many places, Gypsies and Irish Travellers leading separate, parallel lives. A dual concern about race relations and inequality led the Commission in October 2004 to launch the inquiry on which this report was based.

The Report's recommendations include measures relating to Central Government, local authorities, police forces and the voluntary sector. Among those relating to Central Government are:

- developing a realistic but ambitious timetable to identify land for sites, where necessary establishing them, and making sure it is met;
- developing key performance indicators for public sites which set standards for quality and management that are comparable to those for conventional accommodation;
- requiring local authorities to monitor and provide data on planning applications, outcomes and enforcement, and on housing and homelessness by racial group, using two separate categories for Gypsies and Irish Travellers; and
- requiring police forces to collect information on Gypsies and Irish Travellers as two separate ethnic categories.

Strategic recommendations affecting local authorities include:

- developing a holistic corporate vision for all work on Gypsies and Irish Travellers,
- reviewing all policies on accommodation for Gypsies and Irish Travellers,
- designating a councillor at cabinet (or equivalent) level, and an officer at no less than assistant director level, to coordinate the authority's work on all sites;
- emphasising that the code of conduct for councillors applies to their work in relation to all racial groups, including Gypsies and Irish Travellers;
- giving specific advice to Gypsies and Irish Travellers on the most suitable land for residential use, how to prepare applications, and help them to find the information they need to support their application;
- identifying and reporting on actions by local groups or individuals in response to plans for Gypsy sites that may constitute unlawful pressure on the authority to discriminate against Gypsies and Irish Travellers; and
- monitoring all planning applications and instances of enforcement action at every stage, by type and racial group, including Gypsies and Irish Travellers,

in order to assess the effects of policies and practices on different racial groups.

Among other recommendations, the Report states that police forces should:

- include Gypsies and Irish Travellers in mainstream neighbourhood policing strategies, to promote race equality and good race relations;
- target individual Gypsies and Irish Travellers suspected of anti-social behaviour and crime on public, private and unauthorised sites, and not whole communities;
- treat Gypsies and Irish Travellers as members of the local community, and in ways that strengthen their trust and confidence in the police;
- provide training for all relevant officers on Gypsies' and Irish Travellers' service needs, so that officers are able to do their jobs more effectively;
- review formal and informal procedures for policing unauthorised encampments, to identify and eliminate potentially discriminatory practices, and ensure that the procedures promote race equality and good race relations; and
- review the way policy is put into practice, to make sure organisations and individuals take a consistent approach, resources are used effectively and strategically, all procedures are formalised, and training needs are identified.

Other recommendations relate to Parish and Community councils the Local Government Association, the Association of Chief Police Officers and the voluntary sector.

#### **B.5 Guidance on Gypsy and Traveller Accommodation Needs Assessments, DCLG, October 2007**

This Guidance sets out a detailed framework for designing, planning and carrying out Gypsy and Traveller accommodation needs assessments. It includes the needs of Showpeople. It acknowledges that the housing needs of Gypsies and Travellers are likely to differ from those of the settled community, and that they have hitherto been excluded from accommodation needs assessments.

The guidance stresses the importance of understanding accommodation needs of the whole Gypsy and Traveller population; and that studies obtain robust data. It recognises the difficulty of surveying this population and recommends the use of:

- Qualitative methods such as focus groups and group interviews;
- Specialist surveys of those living on authorised sites that are willing to respond; and
- Existing information, including local authority site records and the twice yearly caravan counts.
- The guidance recognises that there are challenges in carrying out these assessments, and accepts that while the approach should be as robust as possible it is very difficult to exactly quantify unmet need.

**B.6 CLG Designing Gypsy and Traveller Sites Good Practice Guide, May 2008**

The Guide attempts to establish and summarise the key elements needed to design a successful site. In particular, the guidance intends to assist:

- Local authorities or Registered Providers looking to develop new sites or refurbish existing sites;
- Architects or developers looking to develop sites or refurbish existing sites; and
- Site residents looking to participate in the design/refurbishment process.

**B.7 The National Planning Policy Framework, March 2012**

The National Planning Policy Framework (NPPF) came into effect in March 2012 and sets out the Government's planning policies for England. It condenses previous guidance and places a strong emphasis on 'sustainable development'. It provides more focussed guidance on plan-making and refers to 'Local Plans' rather than Local Development Frameworks or Development Plan Documents. Despite the difference in terminology it does not affect the provisions of the 2004 Act which remains the legal basis for plan-making.

**B.8 Planning policy for traveller sites, March 2012**

In March 2012 the Government also published Planning policy for traveller sites, which together with the NPPF replaces all previous planning policy guidance in respect of Gypsies and Travellers. The policy approach encourages provision of sites for Gypsies and Travellers where there is an identified need, to help maintain an appropriate level of supply. The policy also encourages the use of plan making and decision taking to reduce unauthorised developments and encampments.

**B.9 Progress report by the ministerial working group on tackling inequalities experienced by Gypsies and Travellers, April 2012**

In April 2012 the Government published a Progress Report by the ministerial working group on tackling inequalities experienced by Gypsies and Travellers, which summarised progress in terms of meeting 'Government commitments to tackle inequalities and promote fairness for Gypsy and Traveller communities.'<sup>40</sup> The report covers 28 measures from across Government aimed at tackling inequalities, these cover:

- Improving education outcomes;
- Improving health outcomes;
- Providing appropriate accommodation;
- Tackling hate crime;
- Improving interaction with the National Offender Management Service;
- Improving access to employment and financial services; and
- Improving engagement with service providers.

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<sup>40</sup> [www.communities.gov.uk/news/corporate/2124322](http://www.communities.gov.uk/news/corporate/2124322)

### B.10 **Dealing with illegal and unauthorised encampments: a summary of available powers, CLG August 2012**

This guidance note summarises the powers available to local authorities and landowners to remove encampments from both public and private land. Powers available to local authorities being:

- Injunctions to protect land from unauthorised encampments;
- Licensing of caravan sites;
- Tent site licences;
- Possession orders;
- Interim possession orders;
- Local byelaws;
- Power of local authorities to direct unauthorised campers to leave land;
- Addressing obstructions to the public highway;
- Planning contravention notice;
- Temporary stop notice;
- Enforcement notice and retrospective planning;
- Stop notice;
- Breach of condition notice; and
- Powers of entry onto land.

**B.11 Statutory Instrument 2013 No.830 Town and Country Planning (Temporary Stop Notice) (England) (Revocation) Regulations 2013:** Made on 11<sup>th</sup> April 2013 and laid before Parliament on 12<sup>th</sup> April 2013 this Instrument revoking the regulations applying to Temporary Stop Notices (TSNs) in England came into force on 4<sup>th</sup> May 2013. The regulations were originally introduced to mitigate against the likely disproportionate impact of TSNs on Gypsies and Travellers in areas where there is a lack of sites to meet the needs of the Travelling community. Under the regulations, TSNs were prohibited where a caravan was a person's main residence, unless there was a risk of harm to a serious public interest significant enough to outweigh any benefit to the occupier of the caravan. Under the new arrangements local planning authorities are to determine whether the use of a TSN is a proportionate and necessary response.

**B.12 Ministerial Statement 1<sup>st</sup> July 2013 by Brandon Lewis<sup>41</sup>** highlighted the issue of inappropriate development in the green belt and revised the appeals recovery criteria issued on 30<sup>th</sup> June 2008 to enable an initial six month period of scrutiny of Traveller site appeals in the green belt. This is so that the Secretary of State can assess the extent to which the National policy 'Planning policy for traveller sites' is meeting the Government's stated policy intentions. A number of appeals have subsequently been recovered. The Statement also revoked the practice

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<sup>41</sup> <https://www.gov.uk/government/speeches/planning-and-travellers>

guidance on ‘Diversity and equality in planning’<sup>42</sup>, deeming it to be outdated; the Government does not intend to replace this guidance.

**B.13 Dealing with illegal and unauthorised encampments: a summary of available powers 9<sup>th</sup> Aug 2013.** This Guidance replaces that published in Aug 2012, and updates it in respect of recent changes to Temporary Stop Notices. The Guidance lists powers available to local authorities, including:

- More powerful temporary stop notices to stop and remove unauthorised caravans;
- Pre-emptive injunctions that protect vulnerable land in advance from unauthorised encampments;
- Possession orders to remove trespassers from land;
- Police powers to order unauthorised campers to leave land;
- Powers of entry onto land so authorised officers can obtain information for enforcement purposes;
- Demand further information on planning works to determine whether any breach of the rules has taken place;
- Enforcement notices to remedy any planning breaches; and
- Ensuring sites have valid caravan or tent site licences.

It sets out that councils should work closely with the police and other agencies to stop camps being set up when council offices are closed.

**B.14 Consultation: Planning and Travellers, September 2014.** This consultation document seeks to:

- Amend the Planning policy for Travellers sites’ definition of Travellers and Travelling Showpeople to exclude those who have ceased to travel permanently;
- Amend secondary legislation to bring the definition of Gypsies and Travellers, set out in the Housing (Assessment of Accommodation Needs)(Meaning of Gypsies and Travellers)(England) Regulations 2006 in line with the proposed changed definition set out above for the Planning policy for Traveller sites;
- Make the intentional unauthorised occupation of land be regarded by decision takers as a material consideration that weighs against the granting of planning permission. In other words, failure to seek permission in advance of occupation of land would count against the grant of planning permission;
- Protect ‘sensitive areas’ including the Green Belt;
- Update guidance on how local authorities should assess future Traveller accommodation requirements, including sources of information that authorities should use. In terms of future needs assessments the consultation suggests that authorities should look at:

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<sup>42</sup> ODPM Diversity and Equality in Planning: A good practice guide 2005

- The change in the number of Traveller households that have or are likely to have accommodation needs to be addressed over the Plan period;
  - Broad locations where there is a demand for additional pitches;
  - The level, quality and types of accommodation and facilities needed (e.g. sites and housing);
  - The demographic profile of the Traveller community obtained from working directly with them;
  - Caravan count data at a local level; and
  - Whether there are needs at different times of the year.
- The proposed 'Draft planning guidance for travellers' would replace current guidance, including that set out in 'Gypsy and Travellers Accommodation Needs Assessments – Guidance' (2007) and 'Designing Gypsy and Traveller Sites – Good Practice Guide' (2008).
  - The consultation closes on 23<sup>rd</sup> November 2014.

#### B.15 PAS spaces and places for Gypsies and Travellers: how planning can help

PAS list the following as key to successful delivery of new provision:

- **Involve Gypsy and Traveller communities:** this needs to happen at an early stage, innovative methods of consultation need to be adopted due to low levels of literacy and high levels of social exclusion within Gypsy and Traveller communities and members of the Gypsy and Traveller community should be trained as interviewers on Accommodation Assessments (Cambridgeshire, Surrey, Dorset and Leicestershire). Other good practice examples include distribution of material via CD, so that information can be 'listened to' as opposed to read. The development of a dedicated Gypsy and Traveller Strategy is also seen to be good practice, helping agencies develop a co-ordinated approach and so prioritise the issue. The report also recommends the use of existing Gypsy and Traveller resources such as the planning guide published in Traveller's Times, which aims to explain the planning process in an accessible way to members of the Gypsy and Traveller community. As well as consulting early, PAS also flags the need to consult often with communities;
- **Work collaboratively** with neighbouring authorities to address the issues and avoid just 'moving it on' to a neighbouring local authority area. With the new Duty to Co-operate established within the NPPF, working collaboratively with neighbouring local authorities has never been more important. Adopting a collaborative approach recognises that local authorities cannot work in isolation to tackle this issue;
- **Be transparent:** trust is highly valued within Gypsy and Traveller communities, and can take a long time to develop. The planning system needs to be transparent, so that members of the Gypsy and Traveller community can understand the decisions that have been taken and the reasoning behind them. PAS states that 'ideally council work in this area should be led by an officer who is respected both within the Council and also

within Gypsy and Traveller communities: trust is vital and can be broken easily.<sup>43</sup> Local planning authorities also need to revisit their approach to development management criteria for applications for Gypsy and Traveller sites 'to ensure that criteria make it clear what applications are likely to be accepted by the council. Authorities need to ensure that these are reasonable and realistic. Transparent and criteria-based policies help everyone to understand what decisions have been made and why.'<sup>44</sup> Kent and Hertsmere councils are listed as examples of good practice in this regard.

- **Integration:** accommodation needs assessments need to be integrated into the Local Plan evidence base, with site locations and requirements set out within specific Development Plan Documents (DPDs); dedicated Gypsy and Traveller DPDs are advocated as a means of ensuring that the accommodation needs of Gypsies and Travellers are fully considered and addressed within the local planning process; and
- **Educate and work with councillors:** members need to be aware of their responsibilities in terms of equality and diversity and 'understand that there must be sound planning reasons for rejecting applications for Gypsy and Traveller sites'<sup>45</sup>. It is helpful for members to understand the wider benefits of providing suitable accommodation to meet the requirements of the Gypsy and Traveller community, such as:
  - An increase in site provision;
  - Reduced costs of enforcement; and
  - Greater community engagement and understanding of community need.

## B.16 RTPI Planning for Gypsies and Travellers

The RTPI has developed a series of Good Practice notes for local planning authorities 'Planning for Gypsies and Travellers'; the notes cover four key areas:

- Communication, consultation and participation;
- Needs assessment;
- Accommodation and site delivery; and
- Enforcement.

Whilst the notes were developed prior to the NPPF and the introduction of the new Planning policy for traveller sites, they remain relevant, and it is worth considering some of the papers' key recommendations.

In terms of **communication, consultation and participation** the RTPI highlight the following good practice:

- **Define potentially confusing terminology** used by professionals working in the area;

<sup>43</sup> PAS spaces and places for gypsies and travellers how planning can help page 8

<sup>44</sup> PAS spaces and places for gypsies and travellers how planning can help page 8 & 14

<sup>45</sup> PAS spaces and places for gypsies and travellers how planning can help page 10

- **Use appropriate methods of consultation:** oral exchanges and face-to-face dealings are essential to effectively engage with Gypsy and Traveller communities, whilst service providers tend to use written exchanges;
- **Consultees and participants need to be involved in the entire plan making process;** this includes in-house participants, external organisations, Gypsy and Traveller communities, and settled communities. The RTPI concludes that:
  - *‘Local authorities should encourage Gypsy and Traveller communities to engage with the planning system at an early stage. However, they may request other agencies that have well-established relationships with members of Gypsy and Traveller communities to undertake this role.’* and
  - *‘In the past, settled communities have often only become aware of the intention to develop Gypsy and Traveller accommodation when the local authority issues a notice or consultation. ... cultivating the support of the settled community for the development of sites should start as soon as possible. ... There is a sound case for front-loading and sharing information with small groups in the [settled] community, rather than trying to manage large public gatherings at the start of the process. Again, it may be beneficial for the local authority to work in partnership with organisations with established links in the community. The settled community is not a homogeneous whole. There will be separate groups with different perceptions and concerns, which the local authority must take account of.’<sup>46</sup>*
- **Dialogue methods:** the RTPI correctly identify that the experience of many Gypsies and Travellers of liaising with both public sector agencies and the settled community is both frightening and negative. As a result ‘there should be no expectation that Gypsies and Travellers will participate in open meetings. Stakeholders should investigate suitable methods of bringing together individuals from the respective communities in an environment that will facilitate a constructive exchange of information and smooth the process of breaking down animosity and hostility.’<sup>47</sup> The use of public meetings is discouraged, and the use of organisations with experience of working within both Gypsy and Traveller, and settled communities encouraged – advice and support groups, assisted by the latter, holding regular local meetings can be an effective means of engaging constructively with both communities. Representatives from these groups can also be included on appropriate forums and advisory groups. The location and timing of meetings needs to be carefully considered to maximise participation, with a neutral venue being preferable.
- **The media** has an important role to play in facilitating the delivery of sites locally, with past reporting being extremely damaging. Positive media liaison is important and requires:
  - A single point of contact with the local authority;

<sup>46</sup> RTPI Planning for Gypsies and Travellers Good Practice Note 4 Part A page 8

<sup>47</sup> RTPI Planning for Gypsies and Travellers Good Practice Note 4 Part A page 13

- A liaison officer responsible for compilation and release of briefings, and for building positive relationships with editors, journalists, radio and television presenters;
  - All stakeholders to provide accurate and timely briefings for the liaison officer;
  - Provision of media briefings on future activities;
  - Officers to anticipate when and where the most sensitive and contentious issues will arise and use of a risk assessment to mitigate any negative impact;
  - Use of the media to facilitate engagement with both settled and Gypsy and Traveller communities; and
  - Stakeholders to provide politicians with clear, accurate and comprehensive briefings.
- **On-going communication, participation and consultation** are important. The continued use of the most effective methods of engagement once an initiative is completed ensures the maximum use of resources:
    - *'The delivery of some services, such as the identification of sites in development plan documents, is the end of one process and the start of another. The various committees and advisory groups established to participate in the process of site identification and the accommodation needs assessment will have considerable background information and expertise embedded in their membership. This will prove useful in the management and monitoring of subsequent work. ... Whilst on-going engagement with all service users is important, it is especially important with regard to Gypsies and Travellers, given their long history of marginalisation.'*<sup>48</sup>

Whilst the RTPI's Good Practice Note Planning for Gypsies and Travellers predates the NPPF, the principles that it establishes at Part C remain largely relevant in terms of the role of local plan making. The Note advises that whilst the use of the site specific DPDs to identify sites for Gypsy and Traveller accommodation may seem less divisive, subsequent to identification of sufficient sites to meet identified need, local planning authorities should seek to integrate provision for Gypsies and Travellers within their general housing strategies and policies. Early involvement of stakeholders, the community and special interest groups will help achieve a consensus.

However, the RTPI point out that, due to the contentious nature of Gypsy and Traveller provision, the use of a criteria based approach to the selection of development sites is unlikely to be *successful 'in instances where considerable public opposition to the development might be anticipated.'* The paper concludes that it is not appropriate to rely solely on criteria as an alternative to site allocations where there is an identified need for the development.<sup>49</sup>

<sup>48</sup> RTPI Planning for Gypsies and Travellers Good Practice Note 4 Part A page 18

<sup>49</sup> RTPI Planning for Gypsies and Travellers Good Practice Note 4 Part C page 11

The RTPI advocate adopting a pragmatic approach, whereby local planning authorities work with the Gypsy and Traveller communities within their areas to identify a range of potentially suitable sites:

*‘The local authority and Gypsy and Traveller communities are both able to bring forward their suggested sites during this process, and the distribution and location of transit as well as permanent sites can be covered. The practicable options would then go forward for discussion with the local community, interest groups, and other stakeholders before the selection of preferred sites is finalised. The advantages of this approach are its transparency and the certainty it provides both for Gypsies and Travellers and for settled communities.’<sup>50</sup>*

The RTPI also advocates the use of supplementary planning guidance to provide additional detail on policies contained within a Local Plan; in terms of Gypsies and Travellers this could include:

- Needs assessment evidence base;
- Design principles; and
- A design brief for the layout of sites.

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<sup>50</sup> RTPI Planning for Gypsies and Travellers Good Practice Note 4 Part C page 11

## Appendix C: Fieldwork Questionnaire

### AGMA Gypsy, Traveller and Travelling Showpeople Survey

#### Introduction

I am an independent researcher doing a study on the accommodation needs of Gypsies, Travellers and Travelling Showpeople. This work is being conducted on behalf of all of the AGMA Councils. I don't work for any of the Councils (Bolton, Bury, Manchester City, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford, Wigan) but they have asked me to do this study on their behalf.

We want to find out:

- What sort of homes – sites, yards and houses – Gypsies, Travellers and Travelling Showpeople need.
- What you think of existing sites, yards and homes
- Whether you think new permanent and temporary sites and yards are needed
- Whether you think easier access to bricks and mortar accommodation is needed
- Whether you travel and if so whether you've had problems while travelling
- What you think about the costs of your homes – houses, yards and sites
- What other services you feel you need to support you

#### Interviewed before?

Have you been interviewed for this survey before?

***If 'Yes' and in same location as previous interview, politely decline interview and find new respondent.***

***If 'Yes' on roadside and in different location from previous interview carry on with introduction***

***If 'No' carry on with introduction***

Do you have time to talk with me about these things – it will take about 40 minutes?

Your answers are completely confidential – I won't use your name in any report that I write and no one will be able to trace any answer back to you. You don't have to answer everything - if you don't want to answer any particular questions, just tell me to skip them.

[For most answers, check the boxes most applicable or fill in the blanks.]

#### Interview details

Attach label with interviewer details and URN

Date and time \_\_\_\_\_

Location (site name and address)

\_\_\_\_\_

**Property type**

1. Unauthorised Encampment [ ] 1
2. Unauthorised Development [ ] 2
3. Caravan in Garden [ ] 3
4. Local Authority Site [ ] 4
5. Private Site [ ] 5
6. House (Bricks and Mortar) [ ] 6

No. of separate **respondent** self identified households living on pitch [this is to be added to site census sheets after all interviews completed]

1. [ ] 1
2. [ ] 2
3. [ ] 3
4. [ ] 4
5. [ ] 5 or more

**Home base**

1a. Do you usually live here? Is this your primary home base?

1. [ ] Yes
2. [ ] No

1b. Do you have any other home bases?

1. [ ] Yes Go to Q1c
2. [ ] No Go to Q2

1c. Please tell us about your other home base (record details of next most used home base). What type of home is it? (Select only one.)

1. [ ] Trailer or wagon
2. [ ] Chalet/mobile home (or similar)
3. [ ] House
4. [ ] Bungalow
5. [ ] Flat
6. [ ] Sheltered/Extra care housing
- 7 [ ] Other **[please state]:** \_\_\_\_\_

1d. How much time do you spend there (other home base)? (Select only one.)

1. [ ] up to 1 month a year
2. [ ] Over 1 and up to 2 months a year
3. [ ] Over 2 and up to 3 months a year
4. [ ] Over 3 and up to 4 months a year
5. [ ] Over 4 and up to 5 months a year

6. [ ] 5 months or over a year

1e. Do you have any other home bases?

1. ☐ Yes Go to Q1f

2. ☐ No Go to Q2

1f. Please tell us about your other home base (record details of next most used home base). What type of home is it? (Select only one.)

1. ☐ Trailer or wagon

2. ☐ Chalet/mobile home (or similar)

3. ☐ House

4. ☐ Bungalow

5. ☐ Flat

6. ☐ Sheltered/Extra care housing

7 ☐ Other **[please state]:** \_\_\_\_\_

1g. How much time do you spend there (other home base)? (Select only one.)

1. ☐ up to 1 month a year

2. ☐ Over 1 and up to 2 months a year

3. ☐ Over 2 and up to 3 months a year

4. ☐ Over 3 and up to 4 months a year

5. ☐ Over 4 and up to 5 months a year

6. ☐ 5 months or over a year

2. Why do you live here (at the location of interview)? (Select all that apply.)

1. ☐ Close to family and friends

2. ☐ Near to place of work

3. ☐ Nowhere else that is suitable

4. ☐ Choose to travel

5. ☐ Simply chose this place/No particular reason

6. ☐ Other **[please state]**

:\_\_\_\_\_

3. How long have you lived here (at the location of interview)? (Select only one.)

1. ☐ up to 1 year

2. ☐ Over 1 and up to 2 years

3. ☐ Over 2 and up to 3 years

4. ☐ Over 3 and up to 4 years

5. ☐ Over 4 and up to 5 years

6. ☐ 5 years or over

4. What do you normally live in (at the location of interview)? (Select only one.)

1. ☐ Trailer or wagon

2. ☐ Chalet/mobile home (or similar)

3. ☐ House

4. ☐ Bungalow

5. ☐ Flat

6. ☐ Sheltered/Extra Care housing

7. ☐ House and yard with or without trailers

8 ☐ Other **[please state]:** \_\_\_\_\_

5. Are you happy with your main home base/house or would you prefer to live in a different type of home? (Select only one.)

1. ☐ Happy with house/bungalow/flat/sheltered/other Go to Q7
2. ☐ Happy with trailer/wagon/chalet/mobile home Go to Q7
3. ☐ Prefer trailer Go to Q6
4. ☐ Prefer caravan Go to Q6
5. ☐ Prefer wagon Go to Q6
6. ☐ Prefer chalet Go to Q6
7. ☐ Prefer house/bungalow/flat/sheltered/other Go to Q6
8. ☐ Prefer Trailer/Mobile Home/Chalet or similar with support for older people Go to Q6
9. ☐ Other **[please state]:** Go to Q6

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6. If you would prefer to live in a different type of home please tell us about your reasons for this? (Select all that apply.)

1. ☐ Health/Old age/Illness
2. ☐ Lifestyle/Belief
3. ☐ Prefer bricks and mortar
4. ☐ Prefer Caravan/trailer/wagon/pitch
5. ☐ Want to travel
6. ☐ Want to settle down
7. ☐ Other **[please state]:** \_\_\_\_\_

7. Do you rent or own the home where you normally live? (Select only one.)

1. ☐ Rent from Council
2. ☐ Rent privately
3. ☐ Rent from Housing Association/Registered Provider/Registered Social Landlord
4. ☐ Own home
5. ☐ Not applicable
6. ☐ Other **[please state]:** \_\_\_\_\_

8. Do you own or rent the land you live on? (Select only one.)

1. ☐ Own land where trailer/wagon is normally located (with planning permission)
2. ☐ Own land where trailer/caravan is normally located (no planning permission)
3. ☐ Own land where trailer/wagon is normally located seeking planning permission
4. ☐ Rent pitch from Council
5. ☐ Rent pitch from Housing Association/Registered Provider/Registered Social Landlord
6. ☐ Rent pitch privately (with planning permission)
7. ☐ Rent pitch privately (no planning permission)
8. ☐ Neither own or rent the land (unauthorised)
9. ☐ Tolerated site
10. ☐ Not applicable
11. ☐ Other **[please state]:** \_\_\_\_\_

**[ONLY FOR PEOPLE LIVING ON SITES/YARDS]**

9. How many pitches/plots are there currently on the site/yard where you are living?

.....

10. Are these all occupied?

1. ☐ Yes

2. ☐ No

3. ☐ Don't know

11. If no, how many pitches/plots are vacant?

[   ]

12. How long have these been empty? If more than one vacant pitch/plot please comment on the one that has been vacant for the longest time.

1. ☐ up to 1 year

2. ☐ 1 to 2 years

3. ☐ 2 to 3 years

4. ☐ 3 to 4 years

5. ☐ 4 to 5 years

6. ☐ over 5 years

13. In your opinion, is there capacity for further development in the site/yard on which you live to incorporate new pitches/plots?

1. ☐ Yes

2. ☐ No

14. If yes, how many new pitches/plots?

[   ]

15. Do you have development option(s) for land adjacent to the site? (select one only)

1. ☐ Yes, including ownership or lease for the land. If 'Yes' please go to Q16

2. ☐ Yes, with no ownership or lease for the land. If 'Yes' please go to Q16

3. ☐ No. If 'No' please go to Q17a

16. If you do have options for land around the site where are these and how many additional pitches could potentially be accommodated?

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17a. Do you have an option(s) for a new site? (i.e. on land that would not be an extension to your existing site)

1. ☐ Yes    Go to Q17b

2. ☐ No    Go to Q18

17b. If you do have option(s) for a new site where are these and how many additional pitches could potentially be accommodated?

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18. Do you have any other comments about the capacity of the site/yards you are currently living on?

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**ALL RESPONDENTS**

19. Do you think your home/trailer/pitch is overcrowded?

(Select only one.)

- 1. ☐ Yes
- 2. ☐ No

20. If yes, please tell us in what way the home is overcrowded (i.e. number of caravans/households living on pitch)

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21. What repairs or improvements, if any, are needed to your home?

(Select all that apply.)

- 1. ☐ none
- 2. ☐ more space on pitch
- 3. ☐ slab/drive
- 4. ☐ roof
- 5. ☐ doors/windows
- 6. ☐ kitchen facilities
- 7. ☐ bathroom facilities
- 8. ☐ Other **[please state]:**

---

22. How would you describe the state of repair of your home? (Select only one.)

- 1. ☐ Very Good
- 2. ☐ Good
- 3. ☐ Neither Good nor Poor
- 4. ☐ Poor
- 5. ☐ Very Poor

23. Do you feel you have enough space:

a) for your trailers, wagons, horse boxes, vehicles and loads?

Yes 1. ☐ No 2. ☐

b) in your own amenity block (shed) - if relevant?

Yes 1. ☐ No 2. ☐ Not relevant 3. ☐

c) on your pitch - if relevant?

Yes 1. ☐ No 2. ☐ Not relevant 3. ☐

d) for travelling show people only, room to repair equipment - if relevant?

Yes 1. ☐ No 2. ☐ Not relevant 3. ☐

24. Do you have to share any of the following facilities with another household (this could be a family in another trailer/pitch)? (Select all that apply.)

- 1. ☐ Bathroom
- 2. ☐ Toilet
- 3. ☐ Kitchen
- 4. ☐ Laundry

25. How many bedrooms/sleeping trailers or wagons do you have?

Number: \_\_\_\_\_

26. How much does your home cost per week (excluding water, heating and lighting; including rent, mortgage, and ground rent)?

Please state amount      £ \_\_\_\_\_

27. How much of your housing costs, if any, are covered by housing benefit? (Select only one.)

1. ☐ None

2. ☐ Part

3. ☐ All

### Neighbourhood and local services

28. How satisfied are you with the location of your home?

(By home we mean the location where the interview is taking place and this covers questions 28-29. Location can mean the street/road/site) (Select only one.)

1. ☐ Very Satisfied

2. ☐ Satisfied

3. ☐ Neither Satisfied nor Dissatisfied

4. ☐ Dissatisfied

5. ☐ Very Dissatisfied

29. Please say if being near to the following is important, slightly important or not important to you? (Near can be classed as having easy/quick access)

	Import ant	Slightly Important	Not important
a) Primary schools	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>
b) Secondary schools	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>
c) Doctors	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>
d) Shops	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>
e) Post Office/cash point machine	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>
f) Pubs	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>
g) Public Transport	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>
h) Main roads	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>
i) Other (specify)	1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>

Other \_\_\_\_\_

### Housing History

30. Where did you live before you came here (or moved to your existing home)?

1. ☐ Please state town/district \_\_\_\_\_

2. ☐ Travelling all the time (no permanent home) - **go to Q35**

3. ☐ Homeless - **go to Q35**

31. How long did you live there?

(Select only one.)

1. ☐ up to 1 year
2. ☐ 1 to 2 years
3. ☐ 2 to 3 years
4. ☐ 3 to 4 years
5. ☐ 4 to 5 years
6. ☐ over 5 years

32. What kind of home did you have there?

(Select only one.)

1. ☐ Trailer or wagon
2. ☐ Chalet/mobile home (or similar)
3. ☐ House
4. ☐ Bungalow
5. ☐ Flat
6. ☐ Sheltered
7. ☐ Other

**[please state]** \_\_\_\_\_:

33. Why did you leave that place?

---



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34. How many times have you moved pitch (not including travelling) in the last 2 years

Number: \_\_\_\_\_

**Or** ☐ b. Travelled for the whole time

**Or** ☐ c. None/Have not moved

## Travelling

35. In the last year, have you travelled?

(Select only one.)

1. ☐ Yes
2. ☐ No - **go to Q39**

36. How many days or weeks do you normally travel every year?

(Select only one.)

1. ☐ No more than thirteen days
2. ☐ 2 to 4 weeks (or one month)
3. ☐ 5 to 8 weeks (or 2 months)
4. ☐ 9 to 12 weeks (or 3 months)
5. ☐ 13 to 26 weeks (or 6 months)
6. ☐ Over 6 months but less than 10 months
7. ☐ Over 10 months but less than 12 months
8. ☐ All year

37. Where would you normally go when you are travelling, when and why? And what is the main route you would take to get there (please specify main roads taken/towns passed through)

Location	Month	Reason	Route
a.			
b.			
c.			

d.			
----	--	--	--

## 38. What problems do you have while travelling?

(Select all that apply.)

1. ☐ No places to stop over
  2. ☐ Closing of traditional stopping places
  3. ☐ Abuse, harassment or discrimination
  4. ☐ Lack of toilet facilities
  5. ☐ No water facilities
  6. ☐ Problems with rubbish collection
  7. ☐ Police behaviour
  8. ☐ Enforcement officer behaviour
  9. ☐ Behaviour of other Travellers
  10. ☐ Other **[please state]:**
- 

(Tick all that apply)

## 39. Transit sites are intended for short-term use while in transit. Sites are usually permanent and authorised, but there is a limit on the length of time residents can stay.

Is there a need for transit sites in AGMA?

1. ☐ Yes
2. ☐ No

40. If yes, where should the transit site(s) be located? (Select all that apply.)

Where are transit sites needed?	How big does the site need to be? (no pitches)	Who needs this transit site?	When is this transit site needed? (all the time/certain times of year – please specify)	
Bolton Council area [please specify]				<b>1</b>
Bury Council area [please specify]				<b>2</b>
Manchester City Council area [please specify]				<b>3</b>
Oldham Council area [please specify]				<b>4</b>
Rochdale Council area [please specify]				<b>5</b>
Salford Council area [please specify]				<b>6</b>
Stockport Council area [please specify]				<b>7</b>
Tameside Council area [please specify]				<b>8</b>
Trafford Council area [please specify]				<b>9</b>
Wigan Council area [please specify]				<b>10</b>
Other local authority area bordering AGMA [please specify]				<b>11</b>

41. Who should manage transit sites? (Select all that apply.)

1. ☐ Councils
  2. ☐ Registered Social Landlords/Housing Associations
  3. ☐ Private (Gypsy/Traveller/Showman)
  4. ☐ Private (non-Gypsy or Traveller/Showman)
  5. ☐ Other **[please state]:**
- 

42. Why do you travel?  
(Select all that apply.)

1. ☐ Cultural heritage
  2. ☐ Personal preference
  3. ☐ Work related
  4. ☐ Visit family/friends
  5. ☐ Only way of life I know
  6. ☐ Limited opportunity to settle/no pitch on which to live/lack of site provision
  7. ☐ Other **[please state]**
- 

### Advice, support, health and other services

43a. Have you used any of the following services in the last year?

(Select all that apply.)

1. ☐ Gypsy services
  2. ☐ Traveller Education
  3. ☐ Adult education
  4. ☐ Law Centre
  5. ☐ Citizens Advice Bureau
  6. ☐ Other welfare rights advice
  7. ☐ Doctor (G.P.)
  8. ☐ Dentist
  9. ☐ Accident and emergency
  10. ☐ Health visitors
  11. ☐ Social services
  12. ☐ Other **[please state]:**
-

43b. Do you or anyone in your household have any health problems (Select all that apply for each person.)

	R (a)	P2 (b)	P3 (c)	P4 (d)	P5 (e)	P6 (f)	P7 (g)
Arthritis	1[ ]	1[ ]	1[ ]	1[ ]	1[ ]	1[ ]	1[ ]
Asthma	2[ ]	2[ ]	2[ ]	2[ ]	2[ ]	2[ ]	2[ ]
Depression/anxiety disorders	3[ ]	3[ ]	3[ ]	3[ ]	3[ ]	3[ ]	3[ ]
Diabetes	4[ ]	4[ ]	4[ ]	4[ ]	4[ ]	4[ ]	4[ ]
Problems with hearing	5[ ]	5[ ]	5[ ]	5[ ]	5[ ]	5[ ]	5[ ]
Learning difficulties/dyslexia	6[ ]	6[ ]	6[ ]	6[ ]	6[ ]	6[ ]	6[ ]
Problems with mobility	7[ ]	7[ ]	7[ ]	7[ ]	7[ ]	7[ ]	7[ ]
Problems with vision	8[ ]	8[ ]	8[ ]	8[ ]	8[ ]	8[ ]	8[ ]
Respiratory condition/bronchitis	9[ ]	9[ ]	9[ ]	9[ ]	9[ ]	9[ ]	9[ ]
Other <b>[please state]:</b>	10[ ]	10[ ]	10[ ]	10[ ]	10[ ]	10[ ]	10[ ]

43c. Have you experienced any problems accessing health services in the past year?

1. ☐ Yes Go to Q44d
2. ☐ No Go to Q44e

43d. Have these problems been due to any of the following? (Select all that apply.)

1. ☐ Language
2. ☐ Hours the service were open
3. ☐ Transport
4. ☐ Knowledge of services offered
5. ☐ Lack of privacy
6. ☐ Getting an appointment
7. ☐ Other **[please state]:**

43e. Does your home need adapting in any way, for instance to help with mobility around the home?

1. ☐ Yes Go to Q44
2. ☐ No Go to Q45

44. In your opinion, what assistance/adaptations are required to help? e.g. Handrails, re-positioned sockets etc

Adaptation 1	
Adaptation 2	
Adaptation 3	

45. What type of services (other than those you currently receive) would help you with your health care needs?

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46. Is there anything else that you would like to tell us about your health or health services?

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### The future

47. ***In the next five years, is your household:***

1. ☐ Planning to stay where you are based now – **go to Q50**
2. ☐ Plan to move elsewhere - **go to Q48**

48. If you are planning to move elsewhere, are you planning to move to (select one):

1. ☐ Another pitch/plot on the same site/yard in a trailer/wagon **go to Q50**
2. ☐ Another pitch/plot on the same site/yard in a chalet/mobile home **go to Q50**
3. ☐ Onto another site/yard (if so, where) \_\_\_\_\_ **go to Q50**
4. ☐ Into bricks and mortar accommodation **go to Q49**
5. ☐ From bricks and mortar accommodation onto a site/yard (if so, where?) **go to Q50**

---

6. ☐ Other [please specify]:\_\_\_\_\_ **go to**  
**Q50**

49. If you are planning to move to bricks and mortar accommodation
- a. Where would it be ?\_\_\_\_\_
  - b. What type of accommodation?
    1. ☐ House
    2. ☐ Bungalow
    3. ☐ Flat
    4. ☐ Sheltered/extra care housing
  - c. Would you be renting or buying?
    1. ☐ Rent from Council
    2. ☐ Rent privately
    3. ☐ Rent from Housing Association/RP/RSL
    4. ☐ Buy
    5. ☐ Other
    6. **[please state]:**\_\_\_\_\_
50. How do you think sites should be managed?  
(Select only one.)
1. ☐ Councils
  2. ☐ Private (Gypsy/Traveller/Showman)
  3. ☐ Private (non-Gypsy/Traveller/Showman)
  4. ☐ Registered Social Landlords/Housing Associations
  5. ☐ Other **[please state]:**\_\_\_\_\_
51. Is there a need for new permanent site(s) in AGMA?
1. ☐ Yes
  2. ☐ No

52. If yes, in which of the following locations? (Tick all that apply)

Where are permanent sites needed?	Why this location?	How big does the site need to be? (no pitches)	
Bolton Council area [please specify]			<b>1</b>
Bury Council area [please specify]			<b>2</b>
Manchester City Council area [please specify]			<b>3</b>
Oldham Council area [please specify]			<b>4</b>
Rochdale Council area [please specify]			<b>5</b>
Salford Council area [please specify]			<b>6</b>
Stockport Council area [please specify]			<b>7</b>
Tameside Council area [please specify]			<b>8</b>
Trafford Council area [please specify]			<b>9</b>
Wigan Council area [please specify]			<b>10</b>
Other local authority area bordering AGMA [please specify]			<b>11</b>

53. Is there anything else that you want to tell us about the future need for homes and sites for Gypsies, Travellers and Travelling Showpeople?
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_

Q57 (Select only one.)

✓

1. Respondent is part of emerging household

2. Respondent is not part of emerging household

54. Do you have children or grandchildren who want to live in a similar way to you (e.g. Travelling lifestyle)?

(Select only one.)

☐ Yes

☐ No

### Emerging Families

56. How many members of your family who are living with you now, if any, are likely or need to move on and set up by themselves in the next five years? ***[IF POSSIBLE, ASK THOSE WHO ARE LIKELY TO MOVE ON THE 'EMERGING FAMILIES' QUESTIONS DIRECTLY - PLEASE TICK THE APPROPRIATE BOX]***

(Select only one.)

1. ☐ 1

2. ☐ 2

3. ☐ 3

4. ☐ 4

58. What type of household (HH) are you (or they) likely to form?  
(Select only one for each household.)

	HH1 (a)		HH2 (b)		HH3 (c)		HH4 (d)	
Single person (under 60 years)	1	[ ]	1	[ ]	1	[ ]	1	[ ]
Single person (60 years and over)	2	[ ]	2	[ ]	2	[ ]	2	[ ]
Lone parent	3	[ ]	3	[ ]	3	[ ]	3	[ ]
Young couple (under 30) with no children	4	[ ]	4	[ ]	4	[ ]	4	[ ]
Young couple (under 30) with child(ren)	5	[ ]	5	[ ]	5	[ ]	5	[ ]
Couple (aged 30-under 60) with no children	6	[ ]	6	[ ]	6	[ ]	6	[ ]
Couple (aged 30-under 60) with children.	7	[ ]	7	[ ]	7	[ ]	7	[ ]
Older Couple (at least one over 60 years)	8	[ ]	8	[ ]	8	[ ]	8	[ ]
Other <b>[please state]:</b>	9	[ ]	9	[ ]	9	[ ]	9	[ ]

59. What would you (or they) want as a permanent base?

		HH1 (a)		HH2 (b)		HH3 (c)		HH4 (d)
Continue to live on current site/yard	1	[ ]	1	[ ]	1	[ ]	1	[ ]
Move to another site/yard	2	[ ]	2	[ ]	2	[ ]	2	[ ]
Move to bricks and mortar accommodation	3	[ ]	3	[ ]	3	[ ]	3	[ ]
Other (please specify)	4	[ ]	4	[ ]	4	[ ]	4	[ ]

60. If planning to move to another location, where would you (they) prefer to live? Please state town/district. This can be an area out with the study area.

HH1 \_\_\_\_\_

HH2 \_\_\_\_\_

HH3 \_\_\_\_\_

HH4 \_\_\_\_\_

61. If planning to move to another location, what is the main reasons for this?

HH1 \_\_\_\_\_

HH2 \_\_\_\_\_

HH3 \_\_\_\_\_

HH4 \_\_\_\_\_

62. What type of home do you (or do you think they would) want as a permanent base?  
(Select only one for each household.)

	HH1 (a)		HH2 (b)		HH3 (c)		HH4 (d)	
Trailer or wagon go to Q63	1	[ ]	1	[ ]	1	[ ]	1	[ ]
Chalet/mobile home or similar go to Q63	2	[ ]	2	[ ]	2	[ ]	2	[ ]
House - go to Q64	3	[ ]	3	[ ]	3	[ ]	3	[ ]
Bungalow - go to Q64	4	[ ]	4	[ ]	4	[ ]	4	[ ]
Flat - go to Q64	5	[ ]	5	[ ]	5	[ ]	5	[ ]
Sheltered housing go to Q64	6	[ ]	6	[ ]	6	[ ]	6	[ ]
Extra Care Housing – go to Q64	7	[ ]	7	[ ]	7	[ ]	7	[ ]
No permanent base required	8	[ ]	8	[ ]	8	[ ]	8	[ ]
Other (please specify)	9	[ ]	9	[ ]	9	[ ]	9	[ ]

Interviewer note:

**Sheltered housing** is usually a group of bungalows or flats and you have your own front door. Schemes usually have a manager/warden to arrange services and are linked to a careline/alarm service

**Extra Care housing** is designed with the needs of frailer older people in mind. It includes flats, bungalows and retirements villages. You have your own front door. Domestic support and personal care are available.)

63. Which of the following options would you (or do you think they would) require? (Select only one.)

		HH1 (a)		HH2 (b)		HH3 (c)		HH4 (d)
Rent pitch/plot from Council	1	[ ]	1	[ ]	1	[ ]	1	[ ]
Rent pitch/plot from Registered Provider/Housing Association	2	[ ]	2	[ ]	2	[ ]	2	[ ]
Rent pitch/plot privately	3	[ ]	3	[ ]	3	[ ]	3	[ ]
Own land where trailer/ caravan is normally located	4	[ ]	4	[ ]	4	[ ]	4	[ ]
To travel/Use multiple/various sites	5	[ ]	5	[ ]	5	[ ]	5	[ ]
Other <b>[please state]:</b>	6	[ ]	6	[ ]	6	[ ]	6	[ ]

64. If in a house, which of the following options would you (or do you think they would) require?  
(Select only one.)

		HH1 (a)		HH2 (b)		HH3 (c)		HH4 (d)
Rent house/flat from Council	1	[ ]	1	[ ]	1	[ ]	1	[ ]
Rent house/flat privately	2	[ ]	2	[ ]	2	[ ]	2	[ ]
Rent house/flat from Registered Provider/Housing Association	3	[ ]	3	[ ]	3	[ ]	3	[ ]
Own house	4	[ ]	4	[ ]	4	[ ]	4	[ ]
Other <b>[please state]:</b>	5	[ ]	5	[ ]	5	[ ]	5	[ ]

65. Do you (or do you think they will) want to travel for some time of the year? (Select only one.)

		HH1 (a)		HH2 (b)		HH3 (c)		HH4 (d)
Yes	1	<input type="checkbox"/>	1	<input type="checkbox"/>	1	<input type="checkbox"/>	1	<input type="checkbox"/>
No	2	<input type="checkbox"/>	2	<input type="checkbox"/>	2	<input type="checkbox"/>	2	<input type="checkbox"/>

### Your Household (Respondent)

66. Family type (Select only one.)

1. ☐ Single person (under 60 years)
2. ☐ Single person (60 years and over)
3. ☐ Lone parent
4. ☐ Young couple (aged under 30) – no children
5. ☐ Young Couple (aged under 30 years) - with children
6. ☐ Couple (aged 30 to under 60) - no children
7. ☐ Couple (aged 40 to under 60) - with children
8. ☐ Older Couple (at least one of 60 years or over)
9. ☐ Other [please state]: \_\_\_\_\_

### Number of Households sharing a pitch

67. How many other households are **currently** living on your pitch/plot with you? (i.e. grandparents, parents, children and their respective spouses)

Number of households:

1. ☐ 0
2. ☐ 1
3. ☐ 2
4. ☐ 3
5. ☐ 4
6. ☐ Other (please specify): \_\_\_\_\_

68. Of these households, how many want to live on their own pitch/plot on a site/yard?

- 1. ☐ 0
- 2. ☐ 1
- 3. ☐ 2
- 4. ☐ 3
- 5. ☐ 4
- 6. ☐ Other (please specify): \_\_\_\_\_

69. Over the next 15 years do you have dependents who would want to live on a pitch on a site and who will need additional pitches? Number of dependent households needing pitches or a pitch in the next 15 years:

- 1. ☐ Not applicable/No pitch on a site requirement
- 2. ☐ Dependents would prefer another type of home
- 3. ☐ 1
- 4. ☐ 2
- 5. ☐ 3
- 6. ☐ 4
- 7. ☐ Other (please specify): \_\_\_\_\_

70. If you do have dependents who will need additional pitches could you tell us their age?

	Dependent (a)	Dependent (b)	Dependent (c)	Dependent (d)	Dependent (e)	Dependent (f)	Dependent (g)
Age							

**IF RESPONDENT HAS A SPOUSE OR PARTNER THEN RECORD INFORMATION ABOUT THIS PERSON IN THE SECOND COLUMN.**

71. For each person in your household, starting with yourself and then your spouse (partner, husband or wife) please could you tell us their sex and age? (Select only one for each person.)

		R (a)		P2 (b)		P3 (c)		P4 (d)		P5 (e)		P6 (f)		P7 (g)
Male	1	[ ]	1	[ ]	1	[ ]	1	[ ]	1	[ ]	1	[ ]	1	[ ]
Female	2	[ ]	2	[ ]	2	[ ]	2	[ ]	2	[ ]	2	[ ]	2	[ ]

72. Age

		R (a)		P2 (b)		P3 (c)		P4 (d)		P5 (e)		P6 (f)		P7 (g)
Age														

**IF NO SCHOOL AGE CHILDREN GO TO Q74**

73. What type of education are your children receiving? (Select all that apply.)

1. ☐ Nursery education
2. ☐ State school
3. ☐ Private school
4. ☐ Home schooled
5. ☐ College or university
6. ☐ Other **[please state]:** \_\_\_\_\_

74. Employment status (Select only one for each person.)

	R (a)		P2 (b)		P3 (c)		P4 (d)		P5 (e)		P6 (f)		P7 (g)	
Full-time employee	1	<input type="checkbox"/>	1	<input type="checkbox"/>	1	<input type="checkbox"/>	1	<input type="checkbox"/>	1	<input type="checkbox"/>	1	<input type="checkbox"/>	1	<input type="checkbox"/>
Part-time employee	2	<input type="checkbox"/>	2	<input type="checkbox"/>	2	<input type="checkbox"/>	2	<input type="checkbox"/>	2	<input type="checkbox"/>	2	<input type="checkbox"/>	2	<input type="checkbox"/>
Self-employed	3	<input type="checkbox"/>	3	<input type="checkbox"/>	3	<input type="checkbox"/>	3	<input type="checkbox"/>	3	<input type="checkbox"/>	3	<input type="checkbox"/>	3	<input type="checkbox"/>
Retired	4	<input type="checkbox"/>	4	<input type="checkbox"/>	4	<input type="checkbox"/>	4	<input type="checkbox"/>	4	<input type="checkbox"/>	4	<input type="checkbox"/>	4	<input type="checkbox"/>
No paid work	5	<input type="checkbox"/>	5	<input type="checkbox"/>	5	<input type="checkbox"/>	5	<input type="checkbox"/>	5	<input type="checkbox"/>	5	<input type="checkbox"/>	5	<input type="checkbox"/>
Disability benefit	6	<input type="checkbox"/>	6	<input type="checkbox"/>	6	<input type="checkbox"/>	6	<input type="checkbox"/>	6	<input type="checkbox"/>	6	<input type="checkbox"/>	6	<input type="checkbox"/>
In education	7	<input type="checkbox"/>	7	<input type="checkbox"/>	7	<input type="checkbox"/>	7	<input type="checkbox"/>	7	<input type="checkbox"/>	7	<input type="checkbox"/>	7	<input type="checkbox"/>
Other <b>[please state]:</b>	8	<input type="checkbox"/>	8	<input type="checkbox"/>	8	<input type="checkbox"/>	8	<input type="checkbox"/>	8	<input type="checkbox"/>	8	<input type="checkbox"/>	8	<input type="checkbox"/>

75. How would you describe yourself (ethnic or cultural identity)?(Select all that apply)

	R (a)		P2 (b)		P3 (c)		P4 (d)		P5 (e)		P6 (f)		P7 (g)	
Romany Gypsy	1	<input type="checkbox"/>	1	<input type="checkbox"/>	1	<input type="checkbox"/>	1	<input type="checkbox"/>	1	<input type="checkbox"/>	1	<input type="checkbox"/>	1	<input type="checkbox"/>
English Gypsy	2	<input type="checkbox"/>	2	<input type="checkbox"/>	2	<input type="checkbox"/>	2	<input type="checkbox"/>	2	<input type="checkbox"/>	2	<input type="checkbox"/>	2	<input type="checkbox"/>
English Traveller	3	<input type="checkbox"/>	3	<input type="checkbox"/>	3	<input type="checkbox"/>	3	<input type="checkbox"/>	3	<input type="checkbox"/>	3	<input type="checkbox"/>	3	<input type="checkbox"/>
Irish Traveller	4	<input type="checkbox"/>	4	<input type="checkbox"/>	4	<input type="checkbox"/>	4	<input type="checkbox"/>	4	<input type="checkbox"/>	4	<input type="checkbox"/>	4	<input type="checkbox"/>
Welsh Gypsy	5	<input type="checkbox"/>	5	<input type="checkbox"/>	5	<input type="checkbox"/>	5	<input type="checkbox"/>	5	<input type="checkbox"/>	5	<input type="checkbox"/>	5	<input type="checkbox"/>
Welsh Traveller	6	<input type="checkbox"/>	6	<input type="checkbox"/>	6	<input type="checkbox"/>	6	<input type="checkbox"/>	6	<input type="checkbox"/>	6	<input type="checkbox"/>	6	<input type="checkbox"/>
Scottish Gypsy	7	<input type="checkbox"/>	7	<input type="checkbox"/>	7	<input type="checkbox"/>	7	<input type="checkbox"/>	7	<input type="checkbox"/>	7	<input type="checkbox"/>	7	<input type="checkbox"/>
Scottish Traveller	8	<input type="checkbox"/>	8	<input type="checkbox"/>	8	<input type="checkbox"/>	8	<input type="checkbox"/>	8	<input type="checkbox"/>	8	<input type="checkbox"/>	8	<input type="checkbox"/>
New Traveller	9	<input type="checkbox"/>	9	<input type="checkbox"/>	9	<input type="checkbox"/>	9	<input type="checkbox"/>	9	<input type="checkbox"/>	9	<input type="checkbox"/>	9	<input type="checkbox"/>
Showman	10	<input type="checkbox"/>	10	<input type="checkbox"/>	10	<input type="checkbox"/>	10	<input type="checkbox"/>	10	<input type="checkbox"/>	10	<input type="checkbox"/>	10	<input type="checkbox"/>
Circus Traveller	11	<input type="checkbox"/>	11	<input type="checkbox"/>	11	<input type="checkbox"/>	11	<input type="checkbox"/>	11	<input type="checkbox"/>	11	<input type="checkbox"/>	11	<input type="checkbox"/>
DK/No answer	12	<input type="checkbox"/>	12	<input type="checkbox"/>	12	<input type="checkbox"/>	12	<input type="checkbox"/>	12	<input type="checkbox"/>	12	<input type="checkbox"/>	12	<input type="checkbox"/>
None of the above	13	<input type="checkbox"/>	13	<input type="checkbox"/>	13	<input type="checkbox"/>	13	<input type="checkbox"/>	13	<input type="checkbox"/>	13	<input type="checkbox"/>	13	<input type="checkbox"/>
Other <b>[please state]:</b>	14	<input type="checkbox"/>	14	<input type="checkbox"/>	14	<input type="checkbox"/>	14	<input type="checkbox"/>	14	<input type="checkbox"/>	14	<input type="checkbox"/>	14	<input type="checkbox"/>

76. Do you know of a household in bricks and mortar accommodation, could you provide some contact details as we may approach them for an interview to better understand their needs?

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77. Anything else you would like to tell us?

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78. Would you be happy to be contacted again? Yes [ ] No [ ].

If yes, record contact details on SEPARATE SHEET and **please now take a note of the respondents FULL TELEPHONE number for quality assurance purposes**. We may use the number provided to check the response to a small number of questions as part of our internal quality processes. FULL TELEPHONE NUMBER: \_\_\_\_\_

79. If you would like us/the Council to contact you with the results of this research please provide either an email or postal address for us to advise you of the results. Yes [ ] No [ ]. If yes, record contact details on SEPARATE SHEET TO THE ONE ABOVE

80. Are there any housing needs issues raised in this questionnaire that you would like your Council to contact you about? If so do we have your permission to pass on your contact details to your Council for this purpose only? Yes [ ] No [ ]. If yes, record contact details on SEPARATE SHEET TO THE ONE ABOVE

## Appendix D: Stakeholder Consultation

### Approach

- D.1 Stakeholders were invited to participate in a survey aimed at identifying a range of information, including establishing the key perceived issues facing Gypsies, Travellers and Travelling Showpeople within Greater Manchester, and ways in which these need to be addressed. Stakeholders were asked to respond to any of the questions within the survey.
- D.2 A total of 35 separate responses to the stakeholder consultation were obtained.
- D.3 The questions and a summary of stakeholders' responses are set out below. As a general observation, it is useful to note that there was not a comprehensive response to every question. The responses to each question therefore do not represent a proportional representation of the 34 stakeholders who took part. The comments received therefore represent only an expression of the views of those who participated in that specific question, or had a specific point to make.

### General

- D.4 *Which Local Authority areas do you work in? Please tick all that apply. If you work in an area outside Greater Manchester (such as a neighbouring local authority who is responding as part of the duty to co-operate guidance) then please detail where you are from by using the 'other' option below.*

Local Authority Area	
Bolton	6.06%
Bury	9.09%
Manchester	6.06%
Oldham	3.03%
Rochdale	9.09%
Salford	6.06%
Stockport	18.18%
Tameside	6.06%
Trafford	3.03%
Wigan	6.06%
Greater Manchester area	9.09%
Other	30.3%

Other areas included:

- England and Wales;
- Warrington;

- West Lancashire;
- North Wales;
- Cheshire East and West;
- Halton;
- Kirklees;
- Stoke on Trent;
- Chorley;
- Calderdale; and
- St Helens.

D.5 *Do you think that there is sufficient understanding of the education, employment, health and support needs of Gypsies, Travellers and Travelling Showpeople within the study area? If not, what could be done to improve the current position?*

- A significant number of respondents (10) felt that there was insufficient understanding of the education, employment, health and support needs of Gypsies and Travellers;
- One respondent felt that this information was not relevant to the GTAA, and that nationally there is an understanding of these needs;
- One respondent suggested that each Local Authority website should more effectively provide information about Travellers and their needs rather than just providing information on how to report unauthorised encampments;
- Further work could be done within schools and the third sector to raise awareness;
- There is room for improvement and more education of their needs in all of the above areas. There needs to be commitment across all the Authorities to improve understanding and involve community groups to find out how they perceive their needs and what support they would want. For example, traditional employment routes are now more tied up with red tape due to changes in legislation; and
- Bolton has a partnership approach to the services provided to Gypsies and Travellers. There is a dedicated traveller education service set within ACIS Centre (ACHIEVEMENT COHESION INTEGRATION SERVICE).

D.6 *Are the health, education, accommodation and support needs of Gypsies, Travellers and Travelling Showpeople adequately monitored? If not, what more could be done?*

- Six respondents felt that there was inadequate monitoring of the health, education, accommodation and support needs of Gypsies and Travellers and Travelling Showpeople;
- There is no overall co-ordination of data, no one place where all data regardless of who collected it can be accessed. Each Local Authority needs a database available to all employees working with these groups to feed

into. This bank of data should be audited each year by the contributors as to how they collected and monitored information provided. This data could then be used by central Government to make a more balanced and accurate view of needs. This database could be a simple format for each department but must be similar across all Authorities. An example being the caravan count, although this database and collection of the data could be improved, it is a great way to collect the same data from all local authorities on identical issues;

- One respondent stated that this is not relevant to the GTAA;
- No monitoring on health needs and life expectancy being significantly lower for Gypsies and Travellers, but no research as to why this is. The group is monitored in education but no-one looks at this in terms of how their lack of progress can be addressed. Services should be tailored more to Travellers' specific needs;
- This should be prioritised, along with other recognised excluded groups - homeless, refugees and asylum seekers, sex-workers etc. Given the small numbers of each, a Greater Manchester-wide Joint Strategic Needs Assessments should be considered - ensuring the Gypsy and Traveller community significant involvement, pooling expertise, and generating/strengthening networks of service providers;
- The nature of this group means there is often movement between authorities so improved communication between organisations would benefit this area;
- Households on approved sites tend to be well supported and monitored. There is a gap with transient households;
- The Travelling community are still averse to allowing themselves to be totally in the hands of any authority/organisations;
- There is no resource to do this properly. Strategically and politically there is no appetite for this;
- Crompton Lodge site is supported by Council staff and work in partnership with health and education. There is a lack of engagement from the client group. There is adequate provision, for example, Bolton has carried voids for a number of years.
- The Council monitors the ethnicity of people using its services including Gypsies and Travellers. A study such as the current one should provide more depth and understanding; and
- Not adequately monitored and is probably easily ignored because difficult to obtain information. Most organisations are obliged to ask about ethnicity. A reminder that Gypsies and Travellers are a distinct ethnic group may help. Also work to reduce prejudice and discrimination that prevents people from declaring their ethnic background.

D.7 *In your opinion, is additional support required to assist Gypsy, Traveller and Travelling Showpeople families living within the study area? If yes, please expand.*

- Eight respondents agreed that additional support is required to assist Gypsy, Traveller and Travelling Showpeople households, whilst one respondent said that no additional support is required for Travelling Showpeople and another felt that additional support is only required for transient Travellers passing through areas;
- For authorised sites there should be a dedicated liaison officer to provide advice and support aside from the officers from specific departments such as housing, education etc. This officer should be well versed in all aspects of the issues facing these groups and be an advocate for them whilst promoting their local authority's expectations etc. This officer could also make referrals to social services/education/external stakeholders, and collect data. Where these groups live in bricks and mortar they should be given contact details for the liaison officer who should make house visits if needed. This officer should also be available to those who encamp illegally. The aim of this officer is to promote the local authority's interest in such matters and be a friendly informative face who can recognise issues that may arise within the community that may impact the authority's interests, and provide practical solutions for both the service user and provider;
- Some support is already provided in Wigan via the Traveller Education Service and Citizens' Advice Bureau;
- Additional support can be given through the establishment of a specific support group/network, which can effectively engage with communities and signpost to the relevant service;
- The mainstream systems while providing a service for the majority of people are often inaccessible for Gypsies and Travellers (and other excluded groups). Institutional and individual discrimination increases barriers. Advocates and/or support/link workers can improve this access through addressing the discrimination, accompanying Gypsies and Travellers, and raising awareness of systems and processes within Travelling community;
- The support needs are different to the settled community. Barriers are in place and these need to be recognised in order to plan services; and
- Additional support is required but mainly in respect of trying to adjust Travellers' perception of higher education and their lack of trust of anyone outside the Traveller community.

D.8 *Do you think that there is adequate awareness of the cultural, support and accommodation needs of Gypsies, Travellers and Travelling Showpeople in the study area? If not, what more could be done to raise awareness.*

- Ten respondents felt that there is inadequate awareness of the cultural, support and accommodation needs of Gypsies, Travellers and Travelling Showpeople in the study area;
- Two respondents felt that there was adequate awareness, however this was linked to either those working with the community or those interested enough to find out;
- Awareness is not adequate but raising it must be done carefully. The group do not wish to be held up as a specimen for people to observe and consider

more than anyone else. Recent programmes such as "Big Fat Gypsy Wedding" have caused untold damage to members of the community who do not feel they have been properly represented. Awareness of the issue should be done by highlighting the public's prejudice through challenging positive publicity. Publicity needs to include cultural information and details about support requirements and highlight the impact of lack of support;

- Councillors, who probably receive more negative feedback from neighbours/communities than positive, need to have awareness-raising sessions preferably delivered by members of the Travelling community and/or frontline workers;
- There is still prejudice and lack of understanding of different ways of life, especially that people have the right to a different way of life. Education and then internal challenge of staff exhibiting prejudiced views from within organisations would help to reduce this;
- Training and awareness sessions for both elected members and the public;
- The only awareness the public has relating to Gypsy and Traveller issues are from the programmes such as 'My Big Fat Gypsy Wedding';
- There is a prevailing negative view that it is not the role of local authorities to provide adequate resources for Travellers. There could be more publicity about the financial contribution that Travelling households make towards paying for their facilities;
- The lack of Gypsy and Traveller Liaison Officers was highlighted as an issue by one respondent;
- I think that there is adequate provision and support; there are challenges in balancing legislation and cultural needs.
- One respondent who has worked with Travellers for many years stated that the lack of awareness is '*like paddling up stream constantly*'; and
- Local authorities need to interact more with Travelling Showpeople to understand the differences between Showpeople and other Travelling communities and their specific cultural and accommodation needs.

D.9 *Has your organisation undertaken any action to raise awareness of the cultural, support and accommodation requirements of Gypsies, Travellers and Travelling Showpeople in the study area? If so, please expand.*

- 15 out of 19 respondents identified that their organisation had undertaken action to raise awareness of requirements; one of these specified that this has been done amongst officers but not at an organisational level. This was reflective of a number of responses that indicated that action was being taken more at a personal/officer level rather than at a strategic organisational level;
- Relevant data kept up to date and meetings attended at all levels to discuss issues related to these groups. This ensures that other departments are aware of issues and lack of support and have been given suggestions to change this;
- Cultural awareness training for staff and stakeholders;

- In Education:
  - Cultural awareness amongst staff and pupils;
  - Council wide Roma day in June and activities around Roma history month in June; and
  - A few years ago there was scope to work with other agencies e.g. Police but due to financial cuts in services these roles within other agencies no longer exist.
- We have initiated a partnership approach to improve and better manage the site and any incidents of illegal encampments. The site is undergoing a refurbishment programme which will involve initiating better use of the community centre at the site.
- Training and awareness sessions for both [elected] members and the public; and
- Service reviews of homelessness are working to identify solutions to assist households in illegal encampments, including raising the awareness amongst other officers within the organisation.

## Provision of Accommodation - Site Provision

D.10 *Do you think that there is sufficient provision of permanent sites/pitches for Gypsies, Travellers and Travelling Showpeople across Greater Manchester?*

Sufficient provision (24 Respondents)	
Yes	1
No	15
Comments given by	8

D.11 *Do you think that there is sufficient provision of permanent sites/pitches for Gypsies, Travellers and Travelling Showpeople across Greater Manchester?*

The following views were given in respect of provision:

- Aware of overcrowding with regards to Travelling Showpeople in the study area but this does not necessarily equate to further sites being required in Greater Manchester e.g. these pressures could be alleviated through neighbouring authorities making provision especially if some of these have not already done so and their area is one in which Travelling Showpeople have identified a desire to live in;
- In Wigan much of the provision is unsuitable due to poor facilities and layout;
- Evidence from previous GTAA suggests there is insufficient provision. This is reflected locally as well;
- Government and local authorities need to do more;

- Yes;
- The previous GTAA assessed a requirement years ago. No progress has been made in local area since to address this requirement; and
- Anecdotal evidence from Travellers pitched on unauthorised sites in the past year indicates that most would use a transit site were one available.

D.12 *If new permanent sites/pitches are needed in Greater Manchester, where do you think that these should be located? Which location is best and why?*

- Travellers should be consulted as an absolute must about this;
- There are many illegal encampments in the North of Manchester because there is a concentration of Travellers living in bricks and mortar accommodation in this area. As such it makes sense that transit and permanent sites should be placed where/or as near as possible to where illegal encampments are a repeat issue;
- Ideally in all Local Authority areas;
- Bolton has had voids for a number of years and I do not think that there is need for additional sites;
- Any location needs to be assessed sensitively. The locations need to meet the expectations of both the local community and the Travellers. Integration with the local community needs to be built into any plans regarding new sites. Access to services must also be considered;
- Need to ask the users of sites if these are currently in the right places. Do they really want to live in Greater Manchester or elsewhere? Previously preference was to live outside Greater Manchester. This matter needs to be reconsidered and addressed through this study;
- Near good road networks;
- Sites should preferably be located in areas of established need;
- Travellers tend to prefer locations just outside settlements. The best locations will be reasonably sustainable (good access to services, education, health, etc.), not in nature conservation sites or sites where their impact on the landscape etc. would be significant;
- Some sort of equal distribution;
- Previous areas where Travellers have visited historically;
- Provision should be spread throughout Greater Manchester if a need is identified;
- Each Authority should have a reasonable number of pitches. Sites should be as near as reasonably possible to local amenities, such as health, shopping centres etc.;
- Evenly distributed between the ten Authorities;
- Within the confines of an existing settlement, in a sustainable location with good road links;
- Currently there is no provision in Stockport but provision would be welcome;

- The question needs to be asked of Travellers themselves; doubtful that there is one single location appropriate across Greater Manchester;
- Hopefully the results of this study will help inform decisions on future locations; and
- In areas close to public facilities including health and schools but where amenity considerations are fully considered both for the settled community and travelling communities, and impacts on existing communities are minimised. Edges of the urban area or interfaces between older industrial areas and residential areas would be suitable;
- For Showpeople accessibility to the strategic road network is vital; and
- A more equitable distribution across Greater Manchester would be fairer rather than relying on historic patterns which reflect past provision in some Authorities and not in others.

**D.13** *Do you think there are barriers to the provision of new permanent sites? If so, what do you consider the main barriers to be?*

- 23 out of 24 responses to this question highlighted barriers to new provision; one respondent preferred not to comment. There were no responses indicating no barriers to new provision;
- Reluctance of Local Authorities to promote the provision of new sites, look at how little progress has been made since the 2008 GTAA;
- Resistance of politicians;
- Ignorance of the general public;
- Extent of the Green Belt;
- Cost of land/ property;
- There needs to be clear evidence of the needs of the community as opposed to ad hoc;
- Politics and prejudice work hand in hand to be an almost impossible barrier to break down. No councillor/authority would like the job of telling residents that they have to consider an authorised site in their ward. The residents are prejudiced and the councillors/local authority do not run or offer/provide any education about these groups. All they read is the negative and vile inaccurate views in the newspapers about tax evaders/rubbish/crime/planning etc. It is the only acceptable racism there is today. In turn the residents rally against councillors/authorities who may suggest sites, who then see this reaction/backlash and do not want to lose votes/funding and certainly do not want to be in the spotlight media wise. It is a cycle that needs to be stopped;
- Cost of land;
- Neighbour and landowner hostility;
- The main barriers are from local residents who are then supported by their local Councillors. Consultation and raising awareness play a large part in reducing rumours and misinformation within communities;

- Lack of right locations;
- Lack of funding;
- Planning and public opinion. People's knowledge of sites is based on unauthorised encampments and not the settled communities that are neat and tidy and clean;
- The perception is that it is problematic identifying sites in urban areas. This might also lead to additional provision being required later. The Green Belt is equally well protected against new forms of development, including Gypsy and Traveller sites. This makes for further complications when trying to meet need;
- Public perception, political risk, adverse media, and a proportion of Travellers that do not help their own image;
- Land availability;
- Cost of building new sites (limited public funding);
- Local perceptions of Travellers;
- The planning system;
- NIMTO (not in my term of office) and NIMBY (not in my backyard) cannot agree on locations for sites;
- The wider community in areas most likely to be affected;
- Lack of support from elected members;
- Lack of imagination from Senior Officers not wishing to raise difficult issues or feel that they would be supported;
- No money;
- During these times of austerity cost is the main drawback;
- The same as the last GTAA:
  - Money;
  - Political apathy; and
  - Not a priority for Local Authorities.
- Lack of expressed demand by Travelling communities for new sites;
- The specific requirement of Showpeople for mixed residential and commercial uses on one site make it difficult in planning terms to locate suitable sites;
- Neighbours not wanting sites nearby;
- Authorities might benefit from councillors having training on addressing the concerns of constituents whilst balancing their responsibilities to supporting excluded groups;
- Public opposition;
- Lack of suitable land;

- Financial constraints;
- Local opposition, no doubt;
- Lack of cultural understanding by the settled community in general, Local Authorities and Government alike;
- Logistics, local concerns, funding, tensions within the Traveller community, pressure on land in some areas;
- Suitable sites free of constraints, neighbourhood perceptions, community cohesion and political agendas;
- Political agendas;
- Prejudice within the general public;
- The availability of suitable land for development; and
- The likely public opposition to any proposed provision within the area.

D.14 *Do you think that transit sites are needed in Greater Manchester? If so, why, and where do you think these should be located? Please note: Transit provision is a pitch or site intended for short-term use whilst in transit; such provision is usually permanent and authorised, but there is a limit on the length of time that residents can stay there.*

- 13 from 25 responses identified a need for transit pitches in the study area;
- There is not enough information on transit sites, or good case studies to illustrate the success of such sites;
- There is a shortage nationally. Many Gypsies and Travellers use touring caravan sites. Transit pitches are best provided as part of residential sites for family and friends and are best located close to main route ways. Proximity to schools etc. is less critical than for permanent residential sites;
- Data shows they are needed;
- Members of the community say they are needed; they want to travel and be allowed to stop here and there without being criminalised. They want a safe, clean stopping space;
- Transit pitches need to be provided wherever there is a concentration of illegal encampments, such as in north Manchester;
- Close to transit routes such as motorways etc;
- There is a need for this type of site, as Travellers can be directed to such sites away from areas where there is tension as a result of their attendance. The sites will have adequate facilities and should not interfere with day to day life in established communities;
- Halton have an excellent model which has worked well since opening in February 2009;
- Map the locations of encampments, going back as far as your records go, this will show you hotspots that Travellers visit regularly;
- Next to motorway service stations or main through-ways;

- Ideally they should be sited near to the motorway system in order to be easily accessible;
- Again each Authority should have an adequate number of transit pitches. These should be located near or on permanent sites;
- There is a need in Stockport;
- Transit pitches are needed to reduce problems when unauthorised encampments are moved on;
- Official transit sites in appropriate places are likely to reduce the number of unauthorised pitches. Pitches would need to be easily accessible, well managed and have Traveller involvement. Official transit sites in places where there are no permanent pitches would facilitate the development of relationship/trust between statutory authority and Travellers - key to ensuring access to services as well as neighbourhood harmony;
- They are needed for Travellers who are either following their traditional nomadic lifestyle or visiting relatives or travelling to specific events such as Appleby Fair or weddings and funerals. Location is again a difficult one to answer but probably within easy reach of the motorway network and/or near to other permanent sites;
- The previous assessment did identify a need for transit sites in Greater Manchester; and
- There has been no will to consider Gypsy transit sites, management of which is seen as potentially extremely problematical. Also there would be issues of how to ensure these did not become permanent pitches.

D.15 *Do you think there are barriers to new transit sites provision? If so, what do you consider the main barriers to be?*

- 23 of 24 respondents identified barriers to the provision of new transit sites;
- The majority of respondents felt that the barriers would be exactly the same as those identified for provision of permanent sites, additional comments made include:
  - Difficulties of provision and management;
  - There is the problem of transit sites being used for relatively permanent settlement;
  - There will always be resistance from existing residents/prejudice/"Not in my back yard" syndrome. Partners need to work together to identify appropriate sites; and
  - Size, availability of land and flexibility of use and inability to predict temporary need.

## Provision of Accommodation

D.16 *What are your views on the standard of facilities on existing sites in the Greater Manchester area?*

- No reason to believe they are any different to other areas, Rochdale Local Planning Authority site is very cramped, Moses Gate in Bolton always appears cramped.
- Some Showmen sites in Bolton are overcrowded;
- Private sites generally well maintained;
- The standard on the site [in Bolton] is good. There is a real challenge to getting the commitment of residents to maintain standards. Recent funding from HCA has assisted in refurbishing the sites and improving facilities. There are challenges in terms of anti-social behaviour and lack of respect for the site from some residents;
- The standard is appalling. Although there are acceptable facilities these are limited. Money should be set aside to improve facilities and Local Authorities pushed to use this funding (some Local Authorities are loath to do so because they do not want to be seen funding provision for Travellers due to the political impact);
- Standards should be followed not just by private site providers but on Local Authority sites. If conditions fall below standards residents should be able to take action;
- Standards vary from site to site, some are good some are bad;
- The site at Rochdale is well established, maintained and has good facilities;
- In Wigan the Council owned site is in poor condition (amenity blocks - they are not heated, freeze in cold weather), there are no play areas, fly tipping from nearby residents is an issue, and residents vehicles have been vandalised. Although isolated, the group are happy with the location. The private site amenity blocks are not in good condition and again there is no play area and the site is often crowded;
- The Showpeople site in Tameside appears to be very well managed with good facilities for the residents;
- Good in Rochdale;
- The standard of facilities at the moment in Bolton is not great but in the next few months a refurbishment is to take place and it will then be of a suitable quality for the residents;
- Duchy Road Gypsy site in Salford has had a number of recent improvements (such as utility blocks) to improve conditions and further improvements are being made;
- Good;
- Satisfactory; and
- The site in Bury, which is a permanent site with 17 pitches, has no vacancies and a waiting list. Although maintained in reasonable repair, the site was built approximately 20 years ago and is now in need of refurbishment with as a minimum, provision of loft and cavity wall insulation, heating, double glazing, additional power sockets and replacement kitchen units and sinks.

D.17 *Are you aware of any issues/tensions between Gypsies, Travellers and Travelling Showpeople and the settled community, on existing sites within Greater Manchester? If so, has your organisation addressed this in any way?*

- Seven of 19 respondents to this question did not know or were unable to comment;
- Not aware of any issues, there is not a concentration of sites in Greater Manchester;
- Yes, but no funding to help address it;
- No local issues;
- There are regular complaints on tipping, crime and disregard of general tenancy conditions. We have taken a partnership approach and are working with the families to improve facilities, such as the community centre, regular cleaning, and trying to encourage recycling;
- Occasional fly tipping and vandalism that the community remove;
- Not aware of any issues or tensions between these communities in Greater Manchester. Perceptions in the media tend to perpetuate negative stereotypes of these communities;
- None recently;
- There seems to be issues with certain families, but then this is likely on any housing estate in the country, but the arms of the families stretch wide and can cause problems and conflicts within a previously quiet site if the wrong mix of Romany/Irish Travellers move onto a caravan site.
- The settled community always seem to be prejudiced in respect of anything going on in their area if they know that Travellers are nearby. Local Police are actively involved in community policing;
- There were problems in Salford but these were handled by the local Police;
- Previously there have been occasional tensions between residents and the local community in Bury but these have always been dealt with promptly;
- Overcrowding on Showpeople yards within the Mill Hill area of Bolton has brought conflicts with existing businesses in terms of parking congestion and concerns over highway safety; and
- No.

## Bricks and Mortar Accommodation

D.18 *Do you know of any Gypsies, Travellers and Travelling Showpeople living in bricks and mortar accommodation in Greater Manchester? Can you provide any additional information?*

- Only aware of one family;

- Yes. There is a concentration of these groups in the Ardwick, Clayton and Openshaw area. More recently the Wythenshawe area has seen groups arrive in bricks and mortar;
- No;
- I am not aware of this information being recorded;
- There are but difficult to establish numbers;
- Yes, they seem to be fairly settled in long term accommodation;
- Aware that there are an increasing number of families living in bricks and mortar. The group find it very hard to settle as they do not feel they belong, there is low level of bullying by the local neighbourhood, and families still depend on their extended network and often try and live near relatives and depend on them for work situations;
- There appear to be relatively high numbers of Gypsy and Traveller families in this type of accommodation;
- Some Traveller households have migrated into bricks and mortar accommodation and some have done so as a result of homelessness and other issues;
- In one area three families have moved from a site into bricks and mortar and all three, when met, have been grateful for the change of lifestyle. In these instances it would seem that it is the children that miss the site more than the adults as it is amongst this community that they have their closest family and friends;
- Yes;
- Only three Travelling Showpeople live in bricks and mortar accommodation however their equipment is parked on Showpeople's sites when not open;
- There are Gypsies and Travellers living in bricks and mortar but exact numbers difficult to establish;
- The previous survey did identify members of the community living in bricks and mortar accommodation and that continues to be the case; and
- Some Gypsies and Travellers live in bricks and mortar accommodation. The numbers are not known but a calculation based on a Government guideline suggests it could be up to 1,000.

D.19 *Do you think that additional provision of sites/pitches needs to be made to accommodate the requirements of Gypsies, Travellers and Travelling Showpeople currently living in settled (i.e. bricks and mortar) accommodation across Greater Manchester? Why do you think this?*

- Unaware of any significant demand; generally many Travellers are very happy living in housing;
- No;
- Yes. Settled groups still travel. Those who do still travel do so in the summer months and rely on housing in the colder weather. However at present only transient pitches should be provided because of a lack of permanent pitches

for those without bricks and mortar or with an aversion to bricks and mortar. Travellers should be charged for these transient pitches and a maximum time for each stay be allowed. Where permanent pitches are requested at more than one site across the area as well as having bricks and mortar, affordability and needs assessments should be undertaken;

- Yes, a number of households have moved off sites due to poor conditions and the expense of amenity blocks, and moved into bricks and mortar accommodation;
- No, there is no evidence to suggest this is required;
- If Travellers living in bricks and mortar demonstrate a need to be on Traveller sites, then this need probably should be met appropriately;
- Yes, if they moved into bricks and mortar due to the lack of site provision;
- Probably;
- Ideally yes but this is not possible due to insufficient sites/pitches and lack of suitable sites;
- Don't know;
- Not sure, need to consult Travellers. There is research to indicate that a deterioration in health occurs when people stop travelling/or live in bricks and mortar;
- Probably not;
- Question whether those housed satisfactorily in houses should be able to express demand for more mobile accommodation. Is this aspiration or need?
- There is no information to indicate this;
- Yes, anecdotal reports of requests from settled people who would prefer Traveller accommodation (pitches on sites);
- No, because they have chosen to live in settled accommodation; and
- Yes.

D.20 *Is there sufficient support available to Gypsies, Travellers and Travelling Showpeople living in settled accommodation to help them manage their housing effectively (i.e. help in dealing with practical tenancy issues, such as paying rent, bills and making benefit applications)?*

- Eight of 17 respondents indicated that they did not know;
- No. Many Travellers need help reading and completing complex forms which can affect all aspects of the above;
- No, especially if Travellers live in the private rented sector, changes to welfare reform have affected this group;
- Not known;

- There are mainstream services available if required, and there are Local Authority floating support services that could provide help and support if necessary;
- Travellers are not vulnerable because they are Travellers, although some may be due to:
  - Low literacy levels;
  - Never lived on a site before, I think there should be initial support when first moving onto a site, in order to set up the necessary services to support living on a site; and
  - Some Travellers may need ongoing support this should be flagged up at an early stage and the family referred to the most appropriate mainstream service.
- There are issues around literacy and engaging with services/making use of universal services/accessing healthcare services for preventative interventions;
- The level of support is broadly similar to other groups within the community; and
- Probably not.

D.21 *Are you aware if Gypsies, Travellers and Travelling Showpeople feel safe in settled accommodation? If you have any information please provide. Are their specific cultural needs given consideration by the local authority when offering conventional accommodation, in your opinion?*

- Seven of 15 respondents did not know;
- Suspect far more are in housing than in caravans;
- Not known;
- It is not that Travellers do not feel safe, it is that they are unable to live close by in large groups which is a major preference. Living together in close proximity is safe for Travellers. Not aware of any applicant being asked if they need space for a trailer on the property they require or if they have a cultural requirement to live near a family member i.e. mother, father, brother, sister;
- Most families seem fairly happy in their accommodation, although information from Travellers would be needed to properly answer this question. Some understanding that, just because Traveller family lives in a house, their lifestyles can still be different to other 'settled' communities;
- It depends where they are and what support they have from within their community. Their specific cultural needs are not taken into account;
- Yes, some do and are happy to live in housing, travelling during school holidays. There is a problem with some social housing providers not allowing caravans in the curtilage of the property;
- Most households do feel safe on authorised sites although households may feel vulnerable if isolated; and

- Some Travelling Showpeople might not feel safe in settled accommodation as they have never done so and there is a specific need for Showpeople to live on the same site as their equipment for safety and insurance purposes.

## Unauthorised Encampments

D.22 *Are unauthorised encampments problematic for your organisation? If so, please expand.*

- 11 of 15 respondents indicated that unauthorised encampments could be problematic for their organisation, various reasons were given;
- Cost and officer hours. Frustrated groups with nowhere to legally park-up end up in a cat and mouse game of parking and being forced to move;
- In certain areas a high number of complaints are made by local residents placing a disproportionate demand on services;
- Encampments can lead to tensions between the settled and Travelling communities and prove resource intensive in terms of officer time necessary to respond, and financial resources in terms of legal and or any clean-up costs;
- Not that we are aware of;
- If children are on a site access to school places;
- They cause great concern to neighbours and elected members;
- Costs of removing unauthorised encampments, litter etc. The same sites are often used (i.e. repeat encampments);
- Unauthorised encampments usually last a few days and therefore it is difficult to access health and education;
- Yes, to members and senior managers;
- Illegal encampments have always been moved on [in Bolton] following due process;
- Complaints from local residents who want them moving on quickly as they are concerned about their activities. Although we have a robust procedure for dealing with unauthorised encampments, it can still take a considerable amount of staff resource to deal with them;
- They create work and a poor perception of both the Gypsy community and the Local Authority;
- There is a cost in officer time, waste removal and securing or repairing damage to sites; and
- Unauthorised encampments can be problematic due to the amount of officer time required to deal with the encampments. This includes time spent serving notice and attending Court etc. It also includes the officer time spent responding to complaints from the public.

D.23 *Have you a view on how unauthorised encampments affect local perceptions?*

- It makes the local residents feel many emotions however these perceptions are not caused by the encampments, the cause of this problem is the lack of pitches which result in the encampments in the first place but local people do not see this;
- Probably negatively;
- Local perceptions generally revolve around processes being too slow in removing them;
- They do not portray Travellers in the best light, as people can be quick to judge and only see the Travellers as flouting the laws as opposed to in some cases having genuinely nowhere else to go. The situation, whilst therefore sometimes unavoidable, can be self-defeating. Formal transit provision is therefore a better alternative;
- People do not like it and the whole community is labelled as unsavoury/unacceptable. The fact that there is no provision to put rubbish in on encampments, and that this gets left behind colours people's perceptions/views of Travellers;
- Unauthorised encampments affect local perceptions in the main due to the element of campers showing a disregard of surroundings and exhibiting antisocial behaviour;
- No interviews as far as I am aware have been conducted with local communities affected by un-authorised sites;
- They add to the general ill-feeling towards Travellers by the media/settled community;
- Under the Equality Duty placed on local authorities they need to manage unauthorised encampments to prevent some of the really negative headlines that they generate that make it harder with [elected] members and the public to bring new sites forward;
- Perceptions are initially negative, however, if the situation is sensitively handled there is a chance that encampments may actually assist in any attempt to increase availability of additional provision;
- Unauthorised encampments are not welcomed by local residents and councillors as they detract from the visual amenity of an area, and there are perceptions of crime associated with the encampments in a local area;
- The same as always;
- Usually they generate a negative perception which adds to misunderstanding/prejudice and discrimination;
- They can be problematic as they generate complaints from local residents who want them moving on quickly;
- Unauthorised encampments have often taken place on visible sites (e.g. playing fields, public car parks, etc.). Visibility, coupled with the clearing up after unauthorised Gypsy encampments, does not win public support;
- The view of some members of the public range from anxious and worried, to angry about an increase in crime and damage to open space. Others have

no issue with the presence of Gypsies and Travellers provided they tidy up behind them; and

- Complaints are often received from the local community regarding waste/fly tipping that can be left by the Travellers.

## Planning Policy

D.24 *Are there any areas within planning policy that you consider have restricted the provision of new sites/pitches for Gypsies, Travellers and Travelling Showpeople? If so, can you think of any way in which this can be overcome in the future?*

- Six of the 19 responses to this question identified policy on Green Belt;
- Not known;
- Failure to prepare up-to-date plans;
- The reactions of those in whose areas applications have been made. People making the decisions need to be undeterred by politics or senior managers' reactions to granting permissions for these groups;
- Lack of site allocations;
- Green Belt policy and other policies to protect the countryside and environment (probably with good reason). Overcome by a realistic assessment of options/exceptional circumstances, but balanced against the need to avoid allowing Travellers to move into the Green Belt/countryside wherever they want and end up with the site being allocated, even if inappropriate. (The National Planning Policy Framework/Planning Policy for Traveller Sites emphasis on deliverability - which could be seen to trump all other considerations - is possibly too strong at present);
- Many Local Authorities have criteria based policies setting out when they will allow new sites to be built - these criteria are often overly onerous meaning that very few sites would actually be granted planning permission;
- Other than a privately owned and operated Travelling Showpeople site in Brighouse which has permission for 20 caravans plus the show ground equipment, Calderdale Council has not provided any Gypsy and Traveller site within the District;
- No, barriers are mostly outside the planning system;
- Do not know but suspect there needs to be a strong and active political will/backing for the planning process to be enacted/speeded up;
- Several planning constraints (e.g. Green Belt or protected recreation land);
- National policy, particularly around the potential consideration of Green Belt sites, coupled with the non-completion of Regional Spatial Strategy partial review which removed the possibility of a regional approach to this issue; and
- It is a combination of competing uses for scarce urban land which, in part, has the effect of restricting provision of land for Gypsies, Travellers and

Travelling Showpeople. Most of the other land uses (general housing, retail, leisure, employment, etc.) have a higher land value and therefore private land owners are more likely to promote their land for those purposes. If the landowner expresses the view that they will not bring a site forward for Gypsies, Travellers and Travelling Showpeople then there is little point in allocating for that purpose as the site will never be delivered. Aside from private landowners selling their land to individuals within the Travelling community the most secure way of delivering such sites is for Local Authorities to identify and develop sites in conjunction with the end users.

**D.25** *Do you think that more could be done through planning policy to identify and bring forward new sites for the provision of pitches for Gypsies, Travellers and Travelling Showpeople? If so, please expand.*

- Yes. Some positive, proactive planning would be welcome.
- Absolutely. All available land should be placed into a data bank and considered for future use along with and at the same time as consideration for housing provision. Any time a regeneration project begins then land should automatically be considered for sites alongside consideration for housing. Planning and policy departments must step away from wanting to place sites away from residential areas. Integration will stop discrimination but continuing to hide sites makes these groups more separate in the minds of settled population;
- Yes, site allocations;
- From Bolton's perspective there is not a recognised need for new pitches. As previously stated, Bolton has carried void pitches for a number of years, it currently has ten voids;
- The sites that have been identified are identified by planning, and we are not aware of any prior consultation with this community;
- Yes, and it is being done through the Planning Policy for Traveller Sites requirement to provide a five year supply of deliverable sites, and Local Authorities preparing local plans with specific site allocations;
- Local Authorities nationally to deliver on the pitches they are required to provide, both in terms of public and private provision;
- Yes, this is a client group that are never considered unless supported through a specific demand/request;
- The planning policy approach is generally fine, but there is an implicit assumption that it is easy and straight forward to identify needs, and a five year supply, and to allocate sites. The difficulties of actually allocating sites should not be underestimated, and the need for a five year supply is absurd when a very limited number of plots may have been identified in the first place;
- No, we've made reasonable efforts within the planning system - the barriers are elsewhere;
- Suspect there needs to be a strong and active political will/backing for the planning process to be enacted/speeded up;

- Land values;
- The real issue will be identifying sites for all Travelling groups and specifically for Gypsies where public opposition will be very difficult to overcome and landowners are unlikely to promote sites;
- Identifying potential sites should not be a major issue as this should occur as part of a 'call for sites' and/or site assessment element of an allocation process. It is bringing those sites forward into a development plan which is more difficult because of the issues noted in Q23 and the political issues related to proposing and supporting the allocation of land for this purpose; and
- Provision will be made for Gypsies, Travellers and Travelling Showpeople in the Sites Allocations Development Plan Documents if there is a clear and demonstrable need to do so based on up-to-date evidence.

D.26 *What impact do you think that the Government's changes to planning policy (set out in DCLG's publication 'Planning Policy for traveller sites': 23rd March 2012) will have on future provision?*

*The key points made in the Policy guidance are:*

- *that local planning authorities should make their own assessment of need for the purposes of planning;*
- *to ensure that local planning authorities, working collaboratively, develop fair and effective strategies to meet need through the identification of land for sites;*
- *to encourage local planning authorities to plan for sites over a reasonable time-scale;*
- *that plan-making and decision-taking should protect Green Belt from inappropriate development;*
- *to promote more private traveller site provision while recognising that there will always be those travellers who cannot provide their own sites;*
- *that plan-making and decision-taking should aim to reduce the number of unauthorised developments and encampments and make enforcement more effective;*
- *for local planning authorities to ensure that their Local Plan includes fair, realistic and inclusive policies;*
- *to increase the number of traveller sites in appropriate locations with planning permission, to address under provision and maintain an appropriate level of supply;*
- *to reduce tensions between settled and traveller communities in plan-making and planning decisions;*
- *to enable provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure;*
- *for local planning authorities to have due regard to the protection of local amenity and local environment.*

- See answers to Q8. Whilst it is good to assess need within a Local Authority, and all it sets out seems very useful and inclusive, future provision is unlikely to be made via a fair and inclusive process given that politics plays a huge part in Local Authority decisions where these groups are concerned, regardless of whether this is admitted openly or not;
- Should have a positive effect as Local Plans which do not make sufficient provision for Travellers will be found unsound and therefore not able to be adopted;
- I think the legislation clearly brings opportunities for those authorities currently not engaging in providing accommodation for the Gypsy and Traveller community. The accommodation needs of this community should be evenly met, thus increasing the opportunity for all communities to understand and develop the services to gypsy and Traveller communities. There is a lack of resource to encourage the Gypsy and Traveller community to interact and build and maintain relationships with the settled community;
- This will ensure that as a partnership we start to look at the implications and put strategies in place to accommodate the Travelling community in a proportionate and fair manner;
- It is hoped that they will lead to increased authorised provision in appropriate areas, ensuring that all Authorities make provision to afford Travellers a genuine choice as to where they want to live;
- Planning Policy will not have any impact on future provision, until Local Planning Authorities are forced to make their own assessments and then provide pitches as identified;
- It should force/encourage Local Planning Authorities to actually allocate deliverable sites to meet objectively-assessed needs, which can only help the Travelling Community;
- Make it extremely hard for those Travellers with temporary permission, on sites within the Green Belt to get a permanent permission. Also to mislead the public that that they can be moved from these sites onto Local Authority built sites - I do not know of any where this has actually happened yet?
- At the current time it seems that little has changed since the publication in March 2012 - the need to have a five year supply of sites is welcomed but because of a lack of applications for sites / appeals against potential refusal of planning permission the importance of having a five year supply is not tested;
- As a Local Authority our GTAA will provide an assessment of need but site identification will be restricted by protecting Green Belt from inappropriate development. If sites are taken out of the Green Belt how will they be protected for solely Traveller use? Furthermore the latest Ministerial written statement is "considering the case" for improvements to planning policy/practice guidance to strengthen Green Belt protection; and changing the definition of "Traveller" to address mobility v transitory lifestyles – consultation in due course, no information on timescales. How will this affect recently completed GTAAs?

- The DCLG's document from March 2012 provided yet another spur to Local Authorities to consider this matter. However the latest statements from Government about the definition of Gypsies and Travellers causes further complications. The guidance is quite clear - but it does not make it any easier politically for Local Authorities to manage the provision of sites and the objections that will inevitably arise from the fixed community;
- Should make it more straightforward to get planning permission, with the result that more applications are likely to be approved overall;
- Not sure;
- It may increase the number of planning approvals and may mean that more appeals get approved;
- I think much of this circular is effectively "motherhood and apple pie" type territory. It is hard to see for example how planning authorities can reduce tensions in planning decisions for Gypsy sites, it is a fantasy. Assuming that needs can be projected it is at the site level that the difficulties begin, planning is a political process and there are no votes in making provision available. I suspect most authorities are trying to "park" this issue as being too difficult. With Mr Pickles sitting on planning appeals the stick approach is decidedly limp. It will be interesting to see how far adjoining Authorities choose to work collaboratively together on this issue and whether a better distribution of sites results or whether existing inequalities in provision remain; and
- It will depend on how the Government itself, through the Planning Inspectorate, deals with Local Plans (in whatever form they take) that are designed to allocate such sites. Certainly the Guidance should put more emphasis on the requirement for local authorities to assess need and allocate sites where appropriate. However, that does not mean that the process is likely to avoid having to deal with the wider issues which are generally raised by such proposals. If local authorities take plans to Examination that do not meet need it will be down to the Inspectorate to assess that and deal with shortfalls in provision accordingly. Overall the Guidance seems to be a reasonable attempt to deal with what can be a difficult topic for local authorities to address. However, it is difficult at this stage to say with any confidence that, in practice, suitable provision will be made and in a way that has a minimal impact on all relevant communities.

## Cross boundary issues

D.27 *Are you aware of any regular movements of Gypsies, Travellers and Travelling Showpeople from neighbouring areas, in or out of Greater Manchester?*

Yes	15.79%
No	47.37%
If Yes which routes have you noted?	36.84%

*If yes which routes have you noted?*

- M62;
- Movements with regards to Travelling Showpeople between particularly Bolton and Warrington in terms of work patterns;
- M6, M56 and M62;
- Travelling Showpeople do this on a regular basis as it is the nature of their business;
- Attendance at Appleby Horse Fair;
- No specific routes throughout most of the year but in June each year there is movement due to Appleby Fair; and
- There are family links to Greater Manchester based families from residents in Merseyside.

D.28 *Are you aware of any sites/locations close to the boundary of Greater Manchester where difficulties have arisen.*

Yes	0%
No	80%
If Yes, what type of difficulties and have you any thoughts on how these could be overcome?	20%

D.29 *If yes, what type of difficulties and have you any thoughts on how these could be overcome?*

- Greenbelt issues. Would help if provision were made in Greater Manchester for families relocating elsewhere;
- Trafford and the selling of the Burton site to Peel holdings; and
- Unauthorised provision in Chorley Borough which is being resolved through its Site Allocations Plan hopefully.

D.30 *Are there any cross boundary issues, in respect of Gypsies, Traveller and Travelling Showpeople that should be considered as part of this study? If yes, please provide information.*

- Yes, as with any conurbation there is out migration issues as Travellers cannot find sites in the conurbation;
- Yes. Some sites due to bad management have allowed certain families to have a monopoly on who accesses and stays on a site and who cannot regardless of the application process;
- Issues will arise if adjacent Authorities do not meet their own requirement for Traveller accommodation;
- No;
- In terms of employment opportunities there are some common restrictions that would affect cross boundary work e.g. licences for scrap, etc., which are

specific to one area. Wigan's boundaries include a high number of Authorities within Greater Manchester, Lancashire, Merseyside, and Cheshire;

- Not aware of any cross boundary issues;
- Travel patterns and geographical spread of other sites within the North West;
- There may need to be some redistribution of need between Greater Manchester Districts, recognising the differing current levels of provision (with some Districts making no provision currently);
- Our recently completed GTAA (Chorley Council) did not identify any cross-boundary issues in relation to Gypsies and Travellers;
- The M62 corridor is assumed to be a major potential route but there are very few Gypsies and Travellers resorting to Calderdale from our experience (which will be addressed in our joint Assessment with Kirklees). There is a Travelling Showpeople site in Elland but this causes very few problems for the Authority or fixed population locally and the need for expansion of this site will be part of the Traveller Assessment for Calderdale and Kirklees. The West Yorkshire Study of 2008 indicated a requirement for about eight plots over the plan period. None of these have been provided but there is no indication of increased unlawful encampment nor any particular issues arising from Calderdale's lack of provision (from the Local Authority's viewpoint);
- Yes; possibility of two or more Districts providing joint provision;
- Not sure about cross-boundary out of Greater Manchester but think local areas (Boroughs) need to see this as a local issue within a Greater Manchester and national issue. Travellers I have spoken to are unaware of the names of places they stay in/transit through. What goes on in Dale Farm may well influence housing needs/transit behaviour in the rest of the country. In terms of Greater Manchester it would be good to have advocates/experts at this level, the numbers are too few to expect each Borough to have a 'specialist';
- Aware that Travelling Showpeople would prefer to be out of Greater Manchester and in the Fylde area near to where they work and thus reducing their carbon footprint;
- Linkages to adjoining areas and travelling plan of the Showpeople community for areas outside Greater Manchester are important. The Showman's Guild submitted information to the Regional Spatial Strategy Partial Review although this will be dated now. Evidence from other GTAAs should also be considered e.g. Central Lancashire; and
- Sharing information relating to groups' movements across Greater Manchester to establish a true picture of the issue.

**D.31** *What do you think should be the outcomes of this study?*

- Assess need for sites arising from families in Greater Manchester and those prevented from living in Greater Manchester due to lack of provision;

- That racism against this group be recognised and awareness raised. That Local Authorities sit up and listen and realise that at some point, addressing the issue of pitch provision/planning rejections to prevent illegal encampments and the resulting prejudice can only be done if politics are put aside or local authorities are given no choice but to provide and fined/have budgets cut if they do not;
- Assessed need for Traveller sites/pitches;
- Alongside the usual outputs confirmation/ narrative of any perceived cross-boundary issues between the study area and others;
- Identification of pitch requirements and their preferred location (but don't just look to Greater Manchester as the solution);
- Greater awareness of the needs of the different groups;
- Improved cross-boundary working;
- Improved site provision;
- Identifying the future accommodation provision;
- More culturally specific health and education provision;
- Detailed understanding of requirements for new pitches to inform planning policy. Increased awareness of this complex area of planning policy for elected members;
- Objectively assessed statement of need for Traveller provision in Greater Manchester, plus a thorough analysis of cross-boundary issues;
- Traveller engagement;
- More informed and realistic view of needs of, and demand for, pitches;
- The opportunity for a more strategic approach across Greater Manchester;
- Opportunity for hearing the voice of the Traveller community;
- Required new pitch and plot numbers by District (including transit provision);
- A better understanding of Gypsies and Travellers and Travelling Showpeople issues across the Region so that there is better planning to provide help more efficiently;
- An understanding of the urgent requirement of additional sites for Travelling Showpeople and for a better cultural understanding of Showpeople and the prejudice encountered due to a lack of understanding regarding the differences between Showpeople and other Travelling communities. Also the lack of provision being made by Local Authorities;
- To identify the accommodation needs within Greater Manchester and indicate how these can be satisfied by the Greater Manchester Authorities;
- An indication of the need for sites and the five year supply for each Local Authority within the study area;

- An indication of main movements between the study area and neighbouring areas, which could need to be addressed in other GTAAs and potential for cross regional boundary working;
- The study should:
  - Identify where demand is highest, lowest, and non-existent;
  - Identify levels of supply by location;
  - Identify localised spare capacity or unmet demand;
  - Identify locations where supply should be increased, along with the quantity and type of need; and
  - Outline how the above sits within the broader geographical context and how this fits with surrounding districts and further afield.
- Action on site provision. The previous study was comprehensive and made recommendations but what has changed?
- Recommend that Gypsies and Travellers (and other excluded groups) are included in local Joint Strategic Needs Assessments, and that they are a regular standing item on the agenda of Health and Wellbeing Boards;
- To provide a clear statement of underlying assumptions, existing needs and the mechanism for deriving future needs for all Travelling communities and justification/mechanism to ensure equitable distribution across Greater Manchester; and
- An indication of the number and location of pitch requirements and any other relevant information that is available about the accommodation needs of Gypsies and Travellers within the Greater Manchester area.

## Neighbouring Authorities

D.32 *We consider that this questionnaire contributes to our requirement on the Duty to Cooperate with neighbouring authorities as set out in Section 33A of the Planning and Compulsory Purchase Act (as amended by Section 110 of the Localism Act 2011) and described in the National Planning Policy Framework (NPPF) as an integral part of the Local Plan-making process and its assessment at Examination. Do you have any views on this?*

- Six out of 18 responses agreed;
- Just so long as Duty to Cooperate goes deeper than just filling in a form! It is not about shunting need around and displacing families who need to be found sites in Greater Manchester;
- Hope that the survey goes out to as many people who have views as is possible;
- Would concur that it contributes;
- Unable to answer this question;
- Agree with this statement, however, additional discussions have taken place with neighbouring authorities both outside and inside Greater Manchester;

- Agree it contributes towards the Duty (although, obviously, it does not represent a complete fulfilment of the Duty);
- Other colleagues will be answering this question;
- Whilst Kirklees are grateful for the opportunity to comment on the assessment, we have no specific issues to raise regarding Gypsies and Travellers and Travelling Showpeople and our neighbouring authorities in the Greater Manchester area. In terms of the Duty to Cooperate we look forward to ongoing engagement on the study as it progresses;
- This contributes to a part of the requirement on the Duty. Ongoing dialogue and agreement with neighbouring Authorities and consultation should form the main part of the Duty. Chorley Council has had positive ongoing dialogue and feedback with the neighbouring Authorities of Bolton Council and Wigan Council;
- I welcome the contact from the Greater Manchester Authorities regarding this study. In West Yorkshire, Calderdale and Kirklees are about the commission a joint Traveller Assessment. Other Authorities have other priorities and timescale at this time so have chosen not to join a joint assessment. It is recognised that the Duty to Cooperate is a developing field and that for Travellers the County boundaries effectively do not exist. Having said that, from the experience of Calderdale there are very few Gypsies and Travellers resorting to the District, and our own assessment will consider this in detail;
- No;
- This clearly forms an attempt to elicit views from a range of stakeholders including adjoining Districts as part of evidence gathering;
- We would broadly agree that this contributes to the requirement on the Duty to Co-operate. At this stage this is evidential work and further work may be needed between the Local Authorities (some of them out with the Greater Manchester grouping) to ensure that an Inspector can be satisfied that neighbouring and relevant Authorities have co-operated as required by legislation and the National Planning Policy Framework; and
- The assessment is being carried out across Greater Manchester and therefore our obligation under Duty to Cooperate should be covered.

## Appendix E: Glossary of Terms

**Caravans:** Mobile living vehicles used by Gypsies and Travellers; also referred to as trailers.

**CJ&POA:** Criminal Justice and Public Order Act 1994; includes powers for local authorities and police to act against unauthorised encampments.

**CRE:** Commission for Racial Equality.

**CLG:** Department for Communities and Local Government; created in May 2006. Responsible for the remit on Gypsies and Travellers, which was previously held by the Office of the Deputy Prime Minister (O.D.P.M.).

**Gypsies and Travellers:** Defined by CLG 'Planning policy for traveller sites' (March 2012) as '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.'

**Irish Traveller:** Member of one of the main groups of Gypsies and Travellers in England. Irish Travellers have a distinct indigenous origin in Ireland and have been in England since the mid nineteenth century. They have been recognised as an ethnic group since August 2000 in England and Wales (O'Leary v Allied Domecq).

**Mobile home:** Legally a 'caravan' but not usually capable of being moved by towing.

**Pitch:** Area of land on a Gypsy/Traveller site occupied by one resident family; sometimes referred to as a plot.

**Plot:** see pitch

**Roadside:** Term used here to indicate families on unauthorised encampments, whether literally on the roadside or on other locations such as fields, car parks or other open spaces.

**Romany:** Member of one of the main groups of Gypsies and Travellers in England. Romany Gypsies trace their ethnic origin back to migrations, probably from India, taking place at intervals since before 1500. Gypsies have been a recognised ethnic group for the purposes of British race relations legislation since 1988 (CRE V Dutton).

**Sheds:** On most residential Gypsy/Traveller sites 'shed' refers to a small basic building with plumbing amenities (bath/shower, WC, sink), which are provided at the rate of one per plot/pitch. Some contain a cooker and basic kitchen facilities.

**Showpeople:** Defined by CLG 'Planning policy for traveller sites' (March 2012) as 'Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling 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 as defined above.'

**Site:** An area of land laid out and used for Gypsy/Traveller caravans; often though not always comprising slabs and amenity blocks or 'sheds'. An authorised site will have planning permission. An unauthorised development lacks planning permission.

**Slab:** An area of concrete or tarmac on sites allocated to a household for the parking of trailers (caravans)

**Stopping places:** A term used to denote an unauthorised temporary camping area tolerated by local authorities, used by Gypsies and Travellers for short-term encampments, and sometimes with the provision of temporary toilet facilities, water supplies and refuse collection services.

**Tolerated site:** An unauthorised encampment/site where a local authority has decided not to take enforcement action to seek its removal.

**Trailers:** Term used for mobile living vehicles used by Gypsies and Travellers; also referred to as caravans.

**Transit site:** A site intended for short-term use while in transit. The site is usually permanent and authorised, but there is a limit on the length of time residents can stay.

**Unauthorised development:** Establishment of Gypsy and Traveller sites without planning permission, usually on land owned by those establishing the site. Unauthorised development may involve ground works for roadways and hard standings. People parking caravans on their own land without planning permission are not Unauthorised Encampments in that they cannot trespass on their own land – they are therefore Unauthorised Developments and enforcement is always dealt with by Local Planning Authorities enforcing planning legislation.

**Unauthorised encampment:** Land where Gypsies or Travellers reside in vehicles or tents without permission. Unauthorised encampments can occur in a variety of locations (roadside, car parks, parks, fields, etc.) and constitute trespass. The 1994 Criminal Justice and Public Order Act made it a criminal offence to camp on land without the owner's consent. Unauthorised encampments fall into two main categories: those on land owned by local authorities and those on privately owned land. It is up to the land owner to take enforcement action in conjunction with the Police.

**Wagons:** This is the preferred term for the vehicles used for accommodation by Showpeople.

**Yards:** Showpeople travel in connection with their work and therefore live, almost universally, in wagons. During the winter months these are parked up in what was traditionally known as 'winter quarters'. These 'yards' are now often occupied all year around by some family members.