

THIRD DRAFT

**OVERVIEW OF GYPSY AND
TRAVELLER ACCOMMODATION
ASSESSMENTS**

WEST MIDLANDS REGION

PREPARED FOR

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1. INTRODUCTION

1. Gypsy and Traveller Accommodation Assessments (GTAAAs) have now been completed covering all parts of the West Midlands Region¹. This note presents an overview of the process and the resulting patterns of requirement for additional residential and transit pitches for Gypsies and Travellers and plots for Travelling Showpeople. It has been produced by the Centre for Urban and Regional Studies (University of Birmingham) and Salford Housing & Urban Studies Unit (University of Salford) who have been commissioned to advise the West Midlands Regional Assembly Housing Team on Gypsy, Traveller and Travelling Showpeople issues through Phase Three of the Regional Spatial Strategy Revision.

2. Section 2 looks at the GTAAAs themselves, including comments on the approaches taken to assessing requirements and implications for robustness and reliability of findings. Section 3 describes and comments on the requirements assessed at regional, sub-regional and local authority levels. The final section looks very briefly at cross-boundary issues. 'Requirement' is used in this note to mean the number of additional pitches or plots to be provided in order to meet assessed 'need' for pitches/plots net of any estimated 'supply' arising during the relevant planning period.

3. The note concludes that the survey methods and the ways in which pitch requirements are calculated are sufficiently consistent and robust for the GTAA findings to be relied upon to give a regional picture of requirements. While the GTAAAs differ in detail in the way pitch requirements have been estimated – reflecting non-prescriptive guidance from CLG – there appear to be no significant gaps or errors which should (or realistically could) be remedied prior to consideration of the estimates in the RSS Revision. In summary, regional requirements are:

Residential pitches for Gypsies and Travellers Years 1-5	669
Residential pitches for Gypsies and Travellers Years 6-10	276
Transient pitches for Gypsies and Travellers Years 1-5	243 ⁽¹⁾
Plots/yards for Travelling Showpeople Years 1-5	118 plots ⁽²⁾

⁽¹⁾ Requirements for transient accommodation were estimated in different ways in the GTAAAs and this figure has been imputed to give a regional planning total – see paragraphs 40 and 41 below.

⁽²⁾ The GTAAAs themselves estimated a requirement for 88 plots plus the relocation of a large Showmen's depot. This has been assumed to involve 30 plots, 5 of which are additional to current provision – see paragraph 56 below.

¹ Not all the GTAAAs have been formally accepted in final form by their constituent authorities. In particular, this note is based on a first Consultation Draft of the Black Country study which could be subject to amendment.

2. THE GTAA

4. Guidance on Gypsy and Traveller Accommodation Needs Assessments was issued in draft form by the Office of the Deputy Prime Minister in February 2006 and in final form (by Communities and Local Government) in October 2007. This confirms that the responsibility to carry out GTAA lies with local housing authorities, but advocates sub-regional studies. A sub-regional approach was adopted across the West Midlands. Table 1 (overleaf) shows the authorities contributing to the 6 GTAA and identifies who carried out each study.

5. The sub-regions covered are broadly in line with Housing Market Areas (HMAs). North and South HMAs each have a GTAA. West GTAA is similar to the HMA but includes Telford & Wrekin (in the Central HMA). Central HMA excluding Telford & Wrekin is split between the A5 Corridor, Black Country and Birmingham/Coventry/Solihull GTAA. These subdivisions do not coincide with the C1, C2 and C3 Housing Market Area Partnerships.

6. All the West Midlands GTAA post-date the draft Guidance on Gypsy and Traveller Accommodation Needs Assessments and were undertaken after the completion of GTAA in other parts of England, and particularly in the more southerly regions. The consultants involved in GTAA other than the South HMA had all worked on earlier studies elsewhere.

7. We have closely examined all 6 GTAA and gone through a basic benchmarking process in line with Steps 1 and 2 of the approach proposed in the CLG report *Preparing Regional Spatial Strategy reviews on Gypsies and Travellers by regional planning bodies* (2007). **It is important to stress that this is a desk-based process which relies on the GTAA report and any associated survey instruments. It cannot validate the accuracy of basic information – for example, it can check whether need arising from unauthorised development has been included in a reasonable manner, but not whether the reported extent of unauthorised development is accurate.** Findings are reported first on survey methods used and second on the 'models' used to estimate requirements.

Table 1 : Summary of West Midlands GTAAs		
GTAA	Local authorities covered	Lead consultant
North HMA	East Staffordshire, Newcastle-under-Lyme, Stafford, Staffordshire Moorlands, Stoke-on-Trent	SHUSU (University of Salford)
Southern Staffordshire/Northern Warwickshire (A5 Corridor)	Cannock Chase, Lichfield, South Staffordshire, Tamworth, North Warwickshire, Nuneaton & Bedworth, Rugby	SHUSU (University of Salford)
West	Bridgnorth, North Shropshire, Oswestry, Shrewsbury & Atcham, South Shropshire, Herefordshire, Telford & Wrekin (and Powys)	CURS (University of Birmingham)
South HMA	Bromsgrove, Malvern Hills, Redditch, Worcester, Wyre Forest, Wychavon, Wyre Forest, Stratford-on-Avon, Warwick	In-house survey; report by Rupert Scott
Black Country	Dudley, Sandwell, Walsall, Wolverhampton	Fordham Research
Birmingham/Coventry/Solihull	Birmingham, Coventry, Solihull	CURS (University of Birmingham)

Survey Methods Used in GTAAAs

8. All the GTAAAs follow approaches which broadly comply with the CLG Guidance on carrying out assessments. They all involve:

- Some analysis of secondary information, particularly the twice yearly Gypsy and Traveller Caravan Count carried out by local authorities and published by CLG. Such information is used to establish context and trends. All except the Black Country and South HMA draw on local authority records of unauthorised encampments and recent planning applications. North HMA and A5 Corridor include analyses of local authority site management policies and information on site waiting lists and allocations.
- Collection of information from local stakeholders including personnel from local authorities, the West Midlands Consortium Education Service for Travelling Children (WMCESTC), police, Showmen's Guild and others who work with Gypsies, Travellers and Showpeople. Semi-structured interviews with stakeholders were carried out in A5 Corridor, West and Birmingham/ Coventry/Solihull, and focus groups in North HMA and the Black Country. The approach was rather different in South HMA where the Project Group of stakeholders were closely involved throughout the process and contributed to the study to a much greater extent than comparable groups did in other areas.
- An interview survey with Gypsies, Travellers and Showpeople in all types of accommodation.

9. These interview surveys with Gypsies and Travellers provided the basic information on which assessments of requirements were made. Table 2 shows the sample sizes achieved and also notes who undertook the interviews. The use of community interviewers (CIs) – Gypsies and Travellers recruited and trained to carry out interviews – demonstrates the involvement of local communities in the process and was, in several instances, invaluable in accessing Gypsies and Travellers – for example, housed Travellers in Birmingham/Coventry/Solihull and New Travellers in West. Sample sizes achieved appear adequate for robust findings especially at sub-regional level (sample numbers are very small in many instances at local authority level because of small populations). The number of interviews achieved in South HMA is particularly satisfactory.

Table 2 : Sample Size in GTAA Surveys			
GTAA	Gypsies & Travellers	Showpeople	Interviewers
North HMA	121	1	CIs ⁽²⁾ + SHUSU
A5 Corridor	128	6	CIs + SHUSU
West ⁽¹⁾	119	6	CIs + CURS
South HMA	285	29	LA and Traveller Education officers
Black Country	90	35	CIs
Birmingham/Coventry/Solihull	108	1	CIs + support workers

⁽¹⁾ Includes Powys

⁽²⁾ CI = community interviewer

10. All GTAAs used questionnaires which focussed mainly on household characteristics and on previous, current and future accommodation, and travelling. All also included other questions on employment, health, education, housing-related support services, and harassment and discrimination. While the precise wording of questions differs, there is sufficient similarity between the core questions which contribute directly to the assessment of accommodation requirements to provide broadly comparable results.

11. Overall, therefore, we conclude that the survey methods used are appropriate and sufficiently consistent to permit a picture of need to emerge at regional level.

Methods of Calculating Pitch Requirements

12. Survey information and secondary data are usually combined to calculate pitch requirements in some form of 'model' which identifies a number of components of future pitch need and supply. While similar factors are taken into account in most GTAAs, the precise methods used often vary. This is consonant with CLG guidance on GTAAs which sets out an illustrative (but non-prescriptive) 'model' but which does not detail how every element should be calculated. Tables 3 to 10 summarise how a number of significant factors have been dealt with in the West Midlands GTAAs. The factors are:

- estimating the base population
- overcrowding and family growth
- unauthorised development
- unauthorised encampments
- movement between sites and houses
- supply issues
- transient needs
- Travelling Showpeople

There are comments on emerging issues and consistency of approach at the foot of each table.

Table 3 : Base Population	
North HMA	
	Base population on sites is established from local authority records of sites, assuming all pitches are occupied. Base population in housing is estimated from all available information (this base exceeds the number of interviews achieved in housing but may understate total numbers).
A5 Corridor	
	Base population on sites is established from local authority records of sites, assuming all pitches are occupied. Base population in housing is calculated from all available information including WMCSETC (this base exceeds the number of interviews achieved in housing but may understate total numbers).
West	
	List of sites from local authorities supplemented by further sites/pitches identified through the survey and stakeholders. Number of pitches estimated from records and the survey. Housed population is estimated from stakeholders' local knowledge.
South HMA	
	Baseline schedule of sites compiled from LA records and personal knowledge of the Project Group. Goes beyond what is included in the Caravan Counts. No attempt to establish an estimate for the housed population.
Black Country	
	List of sites is compiled from local information/knowledge. Base population of Gypsies and Travellers in housing is estimated from local sources.
Birmingham/Coventry/Solihull	
	List of sites is compiled from local information/knowledge. Base population of Gypsies and Travellers in housing is estimated using information from local authorities, WMCESTC and the survey itself. Report acknowledges it is a very crude estimate.
Comments	
<p>While apparently a simple task, establishing the base population is sometimes one of the most difficult things to do given the generally poor information available about Gypsies and Travellers and their accommodation. It is important because survey answers are usually grossed up to the base population in estimating requirements. Estimating the number of Gypsies and Travellers in housing is particularly difficult, especially in the private sector.</p> <p>All the GTAAAs appear to have taken similar approaches to estimating the sited population starting with lists of sites compiled from local records and local knowledge. This is supplemented in West by the survey itself where a community interviewer identified sites not known to the local authorities (largely New Travellers). Base information is likely to be more reliable for authorised than for unauthorised sites.</p> <p>All GTAAAs except South HMA attempt to estimate the (minimum) housed population as well. Potential implications of this are discussed in Tables 4 and 7.</p> <p>The way in which base populations have been estimated should not introduce significant inconsistencies between GTAAAs. Estimates seem as comprehensive as is reasonably possible.</p>	

Table 4 : Overcrowding and Family Growth	
North HMA	
	Based on survey findings on household members seeking separate accommodation in the next 5 years. Proportion grossed to base population with a small reduction for assumed inter-marriage and movement out of the Study Area. Similar calculations are made for sited and housed populations. No separate allowance is made for overcrowding. 3%pa growth applied for future growth by 5 year periods to 2026.
A5 Corridor	
	Based on survey findings on household members seeking separate accommodation in the next 5 years. Proportion grossed to base population. Similar calculation is made for housed population, but with a small reduction for assumed inter-marriage. No separate allowance is made for overcrowding. In line with West Midlands Interim Statement, 3%pa growth assumed for 2012-2016, 2.5% 2016-2021; 2% 2021-2026.
West	
	Based on survey findings on household members seeking separate accommodation in the next 5 years. Proportion grossed to base population with a reduction for assumed inter-marriage and movement out of the Study Area. Similar calculations are made for sited and housed populations. No separate allowance is made for overcrowding. 3%pa growth applied for growth 2012-2017.
South HMA	
	Family increase is assessed on a site by site basis drawing on survey answers about household members who have applied or intend to apply for a pitch, and 50% of household members aged 11-20 not already included (as potential need). Doubled-up families are also included. Survey response is supplemented by local knowledge about site residents in order to gross to the whole population. Family formation is also taken into account arising in housing, but not grossed beyond survey findings. This latter might have the effect of under-stating need, but the inclusion of 11-20 year olds provides a counter-balance. No estimates are made beyond Year 5.
Black Country	
	Survey-based estimates for overcrowding (not defined) and for family formation are included; care is taken to avoid double counting. Overcrowding is assumed to create a vacancy on the supply side of the model. Family growth estimates are reduced to take account of potential inter-marriage. There is no allowance for families forming in housing who might require site places. This could lead to an under-statement of need relative to GTAA's which include an allowance for family formation in housing. 3.9%pa growth for future years to 2017.

Birmingham/Coventry/Solihull

Based on survey findings on household members seeking separate accommodation in the next 5 years. Proportion grossed to base population. Similar calculations are made for sited and housed populations. No separate allowance is made for overcrowding. 3%pa growth applied for future growth to 2017.

Comments

This is obviously an important element in estimating need which reflects both demographic trends and existing accommodation and adequacy of space available to families.

The approaches taken in the West Midlands are broadly consistent and unlikely to involve double counting. South HMA adopts a rather different approach from the others by including 'potential need' from half the 11-20 year old site residents in addition to household members who have applied for/intend to apply for a site place. This should have the effect of increasing need relative to other GTAAs but is counter-balanced by the fact that family growth arising in housing is not grossed to an estimate of the full population in housing. The Black Country does not include an estimate of need for site pitches arising from household increase in housing which could lead to an under-statement of need relative to other GTAAs.

Table 5 : Unauthorised Development	
North HMA	
	100% of families on unauthorised developments are assumed to need a residential pitch, including an allowance for overcrowded families on unauthorised developments.
A5 Corridor	
	100% of families on unauthorised developments are assumed to need a residential pitch.
West	
	Long-term unauthorised sites include both Gypsy-owned and other land. All those on such sites expressing a desire for a long-term site in the Study Area (estimated by applying survey proportions to the base population) are assumed to need a residential pitch.
South HMA	
	Appears that 100% of families on unauthorised developments (including sites with a temporary planning permission) are assumed to need accommodation. Whether need is for residential or transient accommodation appears to be assessed on the basis of survey findings and Project Group judgement.
Black Country	
	100% taken into account as need for residential pitches.
Birmingham/Coventry/Solihull	
	100% taken into account as need for residential pitches.
Comments	
The West Midlands GTAs are consistent in their treatment of unauthorised development as leading directly to need for residential pitches. In West, long-term unauthorised sites on non-Gypsy-owned land are treated in the same way, taking into account (from the survey) a proportion who wish to leave the Study Area.	

Table 6 : Unauthorised Encampments	
North HMA	
	Uses local authority records to estimate the number of families involved in unauthorised encampments in a year. Applies survey findings for those seeking a long-stay site in the Study Area (20%).
A5 Corridor	
	Uses local authority records to estimate the number of families involved in unauthorised encampments in a year. Assumes that 50% will need a residential pitch (compromise between survey findings on a very small sample and stakeholder views).
West	
	Uses local authority records to estimate the number of families involved in unauthorised encampments in a year. Assumes 10% will need a residential pitch based on stakeholder experience.
South HMA	
	Uses local knowledge to estimate the maximum likely levels of unauthorised encampments. All are included as in need. The split between residential and transient requirements is apparently made on the basis of local Project Group knowledge on a site by site basis.
Black Country	
	Taken into account, but the basis for the calculation is not explained.
Birmingham/Coventry/Solihull	
	Unauthorised encampment is assumed to contribute a zero need for residential accommodation on the advice of local stakeholders. No interviews were achieved on unauthorised encampments (only 1 in the area during the fieldwork period).
Comments	
<p>It has become the convention in GTAAs to take account of unauthorised encampments when estimating residential as well as transit needs. This is, however, a very problematic area where most if not all approaches are open to criticism. In particular, unauthorised encampment caused by Gypsies and Travellers moving through or around an area should, ideally, be treated as 'flow' – there will be different groups in future who will also have needs. But GTAAs treat the element as a one-off need. This is done in all the Regional GTAAs. There is also a potential for double counting transient groups as in need in more than one GTAA. There is no way of checking this. At present, there are no better methods for assessing need arising from this element.</p> <p>Most West Midlands GTAAs have used local authority records of encampments to estimate the number of families likely to be involved in encampments in a year and then applied an assumption on the proportion (on the basis of the survey or stakeholder advice or a combination of the two) likely to need residential accommodation in the Study Area. Approaches seem to be broadly consistent and reasonable. This element contributes to requirements to a relatively large extent in A5 Corridor where unusually high proportions of interviewees on unauthorised encampments expressed a desire for long-term sites in the area.</p>	

Table 7 : Movement between Sites and Houses	
North HMA	
	Allowance is made for movement in both directions on the basis of survey answers which are grossed to the estimated base populations on sites and in housing. Results in net movement from sites to housing.
A5 Corridor	
	Allowance is made for movement in both directions. A nominal 5% movement (grossed to the estimated site population) from sites to houses is assumed. Movement from houses to sites is based on survey answers grossed to the estimated housed population. Results in net movement from sites to housing.
West	
	Based on survey findings on desired movement in both directions grossed to the estimated base populations on sites and in houses. Both are adjusted in the light of professional judgement on the level of movement which is realistic. Results in net movement from houses to sites.
South HMA	
	No allowance is made for potential movement from sites to houses on the grounds that social housing is in very short supply. Survey answers (ungrossed) are used for potential movement from houses to sites. The lack of grossing may be seen to counter-balance the effect of not including site to housing movement.
Black Country	
	Movement from sites to housing is estimated from the survey (grossed to the base site population) and included as a supply element in the model. Movement from housing to sites is estimated on the basis of 'psychological aversion to bricks and mortar' demonstrated in survey answers (no details of the definition). The proportion found is reduced slightly on the grounds that it is based on a small sample, and then applied to the estimated housed population. Results in a significant net movement from houses to sites since the estimated housed population is relatively large.
Birmingham/Coventry/Solihull	
	Allowance is made for movement in both directions on the basis of survey answers which are grossed to the estimated base populations on sites and in housing. Results in net movement from sites to housing.
Comments	
<p>Again this is a problematic area for GTAA's primarily because of problems in getting a realistic picture of Gypsies and Traveller in housing, and assessing 'realistic' likely movements which might result from survey answers to hypothetical questions about possible future movements. It is also an area where 'need' is difficult or impossible to distinguish from 'aspiration' (the issue tackled in the Black Country GTAA with its attempt to identify 'psychological aversion to bricks and mortar').</p> <p>West Midlands GTAA's treat this element in a reasonable and broadly consistent manner. South HMA again takes a slightly different line from other GTAA's in that it assumes that there will be no movement from sites to housing, but does not gross up survey findings for desired movement from houses to sites. It is not clear whether this will produce an over- or under-statement of need relative to the other GTAA's.</p>	

Table 8 : Supply Issues	
North HMA	
	Includes new sites planned and existing unused/vacant pitches, but makes no allowance for vacancies arising 2006-2011 on council or private sites (other than those assumed to arise from movement to housing).
A5 Corridor	
	Includes new sites planned and existing unused/vacant pitches brought back into use. Assumes 1 pitch will come vacant on each LA site each year 2006-2011, but makes no assumptions on vacancies arising on private sites.
West	
	Takes account of new sites/pitches planned and existing pitches to be brought back into use. Makes no assumption on the possible flow of supply from pitches arising on LA or private sites (other than those assumed to arise from movement to housing).
South HMA	
	Zero supply arising assumed on grounds that turnover is very low and inability to predict safely. Pitches vacated in future by death or movement to housing or out of the area can be counted against pitch requirements in a local authority.
Black Country	
	Includes planned pitches. Models vacancies on authorised sites arising through deaths. Includes pitches vacated by those moving to housing. Also includes estimates for households moving to relieve overcrowding and moving between pitches in the Study Area; these also appear on the need side of the equation.
Birmingham/Coventry/Solihull	
	Sites planned taken into account but zero. A proportion of the currently unused pitches on 1 LA site are assumed to become available following refurbishment. No allowance is made for vacancies arising on existing sites other than pitches vacated by assumed movement to housing.
Comments	
<p>Requirements for additional pitches are calculated by estimating need and subtracting any pitches over and above current authorised provision which are known or thought very likely to become available during the assessment period.</p> <p>All West Midland GTAA's take new sites into account and any unused pitches assumed to come back into use. The main point of difference is the treatment of pitches assumed to come vacant in Years 1-5:</p> <ul style="list-style-type: none"> • North HMA, West, South HMA and Birmingham/Coventry/Solihull make no allowance for pitch turnover on LA or private sites other than those implicit in estimated net movement between sites and housing. • A5 Corridor makes an estimate for vacancies likely to arise on LA sites but not on private sites. • Black Country makes a more comprehensive estimate (survey-based) of vacancies on all authorised sites but this is complicated by offsetting some of these by need elements (eg relief of overcrowding, movement between pitches in the Study Area). <p>While not entirely consistent it does not appear that this factor is likely to lead to major numerical differences between GTAA's.</p>	

Table 9 : Transient Needs	
North HMA	
	Uses local authority records to estimate the number of families involved in unauthorised encampments in a year. Applies survey findings for those wanting a transit site in the Study Area (53%). Pitch requirement is quantified.
A5 Corridor	
	Uses local authority records to estimate the number of families involved in unauthorised encampments in a year. Assumes 33% will need transit accommodation (broadly based on survey findings). Pitch requirement is quantified.
West	
	Uses local authority records to estimate the number of families involved in unauthorised encampments in a year. Assumes the 90% not included in the residential pitch estimates will need transit accommodation (but not necessarily formal transit sites). Pitch requirements are not quantified.
South HMA	
	The model used estimates all pitch requirements – residential and transient. This is then split on the basis of local knowledge and judgement between residential and transient requirements on a site by site basis. Pitch requirement on temporary stopping places is quantified.
Black Country	
	A transit site (10-12 pitches) is proposed. No details are given of how need is assessed.
Birmingham/Coventry/Solihull	
	Local authority records of unauthorised encampments are taken as an indication of the likely scale of need. Pitch requirements are not quantified.
Comments	
<p>Assessments of transient requirements are generally less sophisticated and less quantified than residential pitch assessments. This is common across all GTAs to date and reflects difficulties of predicting such factors as need generated by transient populations; length of time people will stop on transient accommodation which affects the number of families which can be accommodated in a year; and realistic vacancy rates. There is no widely accepted good practice model approach yet in this field.</p> <p>The West Midlands GTAs appear to use broadly comparable approaches based on estimating current levels of unauthorised encampment from LA records or knowledge. There is some judgement applied in assumptions on the proportion of need which should be catered for. This is most obvious in South HMA where all needs are assessed and then split between residential and transient requirements on a site by site basis according to survey responses and local knowledge. Transient requirements are not quantified in terms of pitches in West and Birmingham/Coventry/Solihull.</p>	

Table 10 : Travelling Showpeople	
North HMA	
	Survey based, but only 1 interview.
A5 Corridor	
	Need assessed to account for: end of planning permissions, household formation and unauthorised development. Draws on survey and local authority records.
West	
	Uses survey information (qualitative interviews) to take account of need arising from insecurity on one tolerated site and overcrowding on family yards.
South HMA	
	Uses survey information and local knowledge in the same way as in assessing requirements for Gypsies and Travellers + information from the Showmen's Guild.
Black Country	
	A similar model is used to that used for estimating requirements for residential pitches for Gypsies and Travellers. Effectively it takes into account overcrowding, newly forming families and unauthorised development, and is survey based.
Birmingham/Coventry/Solihull	
	A qualitative interview was carried out with the owner of the single Showperson site in the Study Area. The site is overcrowded and requires re-location.
Comments	
<p>Approaches to estimating requirements for Travelling Showpeople are rather less developed than for residential pitches for Gypsies and Travellers. One problem is the diversity of current provision (large depots to small single family yards; Travelling Showmen and Circus Families who have rather different needs). Another is whether the appropriate 'unit' in calculations is a single nuclear family, an extended family, or a yard/site (where members of an extended family wish to remain together for cultural, social and business reasons).</p> <p>All West Midland GTAA's have attempted to estimate need arising from insecurity, overcrowding and family formation. The basic unit appears to be the plot occupied by a single nuclear family in all GTAA's except Birmingham/Coventry/Solihull where requirement is expressed in terms of re-location of a large Showmen's depot.</p>	

Estimating Residential Pitch Requirements for Gypsies and Travellers

13. In terms of general approach to estimating residential pitch requirements, 5 of the 6 GTAA's are very similar. They use survey information to estimate rates of, for example, family formation, which are then applied to the estimated base population to identify need arising due to each element (see paragraph 14), then compare this with estimated supply of pitches to reach an estimate of requirements. They represent, in a sense, top-down studies where the same assumptions are applied across all sites of a specified type across the Study Area (on the grounds that sample numbers would be too small to be reliable for individual sites/areas). The South HMA takes a different 'bottom-up' approach. While the survey, with its large sample, is taken as a guide, the GTAA report suggests that the Project Group has drawn on its experience and judgement to estimate how factors should be applied on a site by site basis. In particular, this GTAA estimates pitch requirements from all sources across the board to start with and then splits them between residential and transient (and Showpeople) requirements on a site by site basis. This is an unusual approach. It lacks transparency but is hard to challenge since it is based on detailed local knowledge. It is impossible to say whether, or in what way, it might impact on the level of need assessed relative to the more usual top-down approach. The fact that the pitch requirements estimated by the South HMA GTAA are broadly in line with other regional GTAA's when considered in relation to current site provision (see Table 11 below), suggests that it may not have a great effect.

14. At a more detailed level, all the West Midlands GTAA's, when estimating requirements for residential pitches for Gypsies and Travellers, include estimates for:

- Family formation (Black Country also includes overcrowding (need) but assumes that pitches will be released as well (supply) by movement to relieve overcrowding)
- Unauthorised development of sites
- Unauthorised encampments
- Movement between sites and housing
- Expiry of temporary planning permissions
- Supply of pitches likely to become available.

In this they follow CLG Guidance and conform to accepted good practice.

15. Two of the GTAA's include a further element in their assessment for residential pitch requirements:

- South HMA includes a net downward adjustment, based on Project Group experience and judgement, to 'avoid the risk of localised overprovision' where potential (rather than firm current or future need) seems excessive. The adjustment amounts to 17 pitches at sub-regional level and affects Bromsgrove, Wychavon and Wyre Forest. There is nothing comparable in other GTAA's.
- Birmingham/Coventry/Solihull includes need for residential pitches arising from the transfer of a local authority site from long-stay to transit status on the grounds that the environment is not suitable for

residential use. This creates a re-location requirement for current residents.

16. All the GTAAAs split residential pitch requirements between local authorities. Following the practice adopted by most GTAAAs, they do this on a 'need where it arises' basis, effectively using the same approach/model to estimate need/supply as at sub-regional level. This has an automatic tendency to reinforce current patterns of provision (leading to family formation) and unauthorised sites. It is not entirely clear how far the bottom-up approach in South HMA incorporates Gypsy and Traveller preferences as well as 'need where it arises', or indeed Project Group assessments of where need should most appropriately be met.

17. South HMA assesses requirements only for Years 1-5. West, Black Country and Birmingham/Coventry/Solihull makes estimates for Years 1-5 and 6-10 (up to 2017). North HMA and A5 Corridor make estimates to 2026. For Years 6-10, North HMA, A5 Corridor, West and Birmingham/Coventry/ Solihull all assume a standard growth rate of 3% a year to take account of continuing family formation; The Black Country assumes a 3.9% growth rate. The underlying assumption here is that current backlogs will have been cleared in the first 5 years. Movement from housing to sites might continue into a later period, but is thought to be unpredictable. It is important that family formation at least is considered as a signal that, as with the settled population and bricks and mortar housing, Gypsy and Traveller site requirements will be ongoing. Beyond Year 10, North HMA assumes a continuing growth rate of 3% pa; A5 Corridor assumes that future growth rates will decline in line with the assumptions from the West Midlands Interim Statement on Gypsies and Travellers.

18. The above analysis of how the West Midlands GTAAAs estimate residential pitch requirements for Gypsies and Travellers leads us to conclude that, while there are detailed differences in methods of calculation, the 'models' used are sufficiently consistent and robust for the findings to be relied upon to give a regional picture of pitch requirements.

Estimating Transient Pitch Requirements for Gypsies and Travellers

19. Requirements for transient, short-stay accommodation are assessed by all the GTAAAs, but often in less depth, and with less quantification, than residential requirements. Less certainty seems to attach to the results because:

- This is not an area covered in any detail either by CLG Guidance on needs assessments or the RSS reviews report referred to above in paragraph 7.
- Relatively small numbers of transient Gypsies and Travellers were interviewed in the GTAAAs (19 in South HMA is the largest sample).
- There is less understanding of how a need to accommodate a specific number of families in a year should translate into actual pitch/site

provision requirements, or what type of accommodation (formal transit sites or less formal stopping places) should be provided.

- Very few transit sites are provided currently so there is no hard evidence on how they would work, whether they would be used and so on.

20. In this context, and having looked at the sub-regional GTAAs we conclude that the GTAAs help build up some indications of need for transient accommodation across the Region, but that this is more impressionistic than requirements for residential pitches. Because of the lack of quantification in some GTAAs, we have made assumptions ourselves to develop a more quantified picture of transient pitch across the Region (see paragraphs 40 and 41)

Estimating Plot Requirements for Travelling Showpeople

21. All the GTAAs include the needs of Travelling Showpeople and provide some estimate of plot or yard requirements. Again there are some uncertainties:

- The needs of Travelling Showpeople were not included in published guidance.
- Except in Black Country and South HMA, numbers of Showpeople interviewed in GTAAs were small, partly because they proved difficult to contact but mainly because there are few sites outside the Black Country and Worcestershire (see Table 2).
- There can be problems in translating individual need into plot requirements. For example, a family yard may be occupied by the head of a family and his three married sons each with their own families. The extended family wants to remain together. The yard is seriously overcrowded. Is the requirement for 1 nuclear family 'overflow' plot or for a larger yard to accommodate all 4 nuclear family units together?

GTAAs seem to have taken slightly different approaches here.

22. We conclude that the assessment of requirements for Travelling Showpeople in the West Midlands is probably as good as possible at present, given both available information and current understanding of the needs of this quite diverse group and how they might best be met.

3. REGIONAL REQUIREMENTS

23. This section reports on the findings from the GTAAs. All the figures are included in Table A1 in the Appendix which includes individual local authorities as well as GTAA sub-regions. We look first at Gypsy and Traveller residential pitch requirements Years 1-5, then at residential pitch requirements Years 6-10, Gypsy and Traveller transient requirements and Travelling Showpeople.

Residential Pitch Requirements Years 1-5

24. Requirements for additional residential pitches for Gypsies and Travellers in Years 1 to 5 (slightly different dates are used in the GTAAs) at sub-regional level are:

North HMA	77
A5 Corridor	152
West	187
South HMA	157
Black Country	67
Birmingham/Coventry/Solihull	29
West Midlands Region	669

25. Thus the estimated requirement across the Region is just under 670 additional residential pitches. The GTAAs estimate current authorised pitch provision at 1,168. Requirements represent +57% of current authorised provision, implying the provision should increase by more than half as much again over the next 5 years. Bearing in mind that current provision has been built up over the last 40 years or more, this represents a significant change in the rate of site development. However, the figures are not out of line with requirements assessed by GTAAs in the East, South East and South West Regions.

26. Highest levels of requirements in absolute terms are found in West, South HMA and A5 Corridor sub-regions. Table 11 overleaf also shows the proportionate increase required over current provision at sub-regional level (column 4). This is calculated in relation to the estimates of authorised pitch levels from the GTAAs (column 2). The final column (5) includes comments where appropriate.

Table 11 : Sub-regional Residential Pitch Requirements Years 1-5 as a Proportion of Current Authorised Provision				
(1)	(2)	(3)	(4)	(5)
GTAA	Current occupied authorised pitches	GTAA residential pitch requirements	Requirements as % authorised pitches	Comments
North HMA	146	77	53	
A5 Corridor	251	152	61	
West	258	187	72	Relatively high levels of long-term unauthorised sites
South HMA	342	157	46	Relatively low levels of unauthorised development
Black Country	104	67	64	Relatively high need to move from housing to sites
Birmingham/Coventry/Solihull	67	29	43	Relatively high supply assumptions as pitches brought back into use following refurbishment
West Midlands	1,168	669	57	

27. The proportionate increase varies at sub-regional level between +43% in Birmingham/Coventry/Solihull and +72% in West (where there are a high number of long-term unauthorised sites). It is perhaps surprising that requirements in adjoining areas of the conurbation (Black Country and Birmingham/Coventry/Solihull) are so different at 64% and 43% of current provision respectively. There appear to be two main factors underlying these differences:

- Estimated need to move from housing to sites is much higher in the Black Country; this is because of a relatively high estimated population in housing rather than much higher proportions seeking to move than in Birmingham/Coventry/Solihull.
- Supply assumptions are relatively high in Birmingham/Coventry/Solihull where unused pitches on a local authority site are assumed to come into use after refurbishment.

28. The fact that differences between sub-regions in the required proportionate increase over current provision can be 'explained' by local circumstances tends to support the conclusions from the previous section that the GTAAs can be regarded as reliable in providing a regional picture of requirements.

Residential Pitch Requirements Years 1-5 at Local Authority Level

29. Table A1 in the Appendix presents requirements at local planning authority level as estimated in the GTAAs. It is clear that requirements vary widely. Authorities with relatively 'low' requirements in Years 1-5 (up to 5 pitches) are:

Staffordshire Moorlands
Bridgnorth
Bromsgrove
Redditch
Sandwell
Coventry (because currently vacant pitches are assumed to be brought back into use)

30. Authorities with relatively 'high' requirements (over 30 pitches) are:

South Staffordshire
Rugby
Herefordshire (by far the highest requirement)
Wychavon
Stratford-on-Avon

31. As noted above, this pattern of requirements is estimated predominantly on the basis of 'need where it arises'. The authorities with 'high' requirements all have high levels of current provision and some unauthorised sites contributing to requirements.

Residential Pitch Requirements Year 6 onwards

Residential Pitch Requirements Years 6-10

32. All GTAA's except South HMA made an estimate of requirements for Years 6-10 based simply on expected family formation. All except Black Country used a growth rate of 3% a year (Black Country 3.9%). GTAA estimates of requirements for Years 6-10 are shown below. The estimate for South HMA (in italics) has been calculated for this note by applying a 3%pa growth rate to reported current authorised pitches (GTAA report Table 1) plus Year 1-5 residential requirements. Table A2 in the Appendix incorporates the estimates made in South HMA.

33. At sub-regional level the distribution of residential pitch requirements Years 6-10 is:

North HMA	28
A5 Corridor	51
West	71
<i>South HMA</i>	<i>80</i>
Black Country	31
Birmingham/Coventry/Solihull	15
West Midlands Region	276

On our estimates the highest requirement in Years 6-10 arises in South HMA. West, which had the highest requirement Year 1-5, had a higher level of unauthorised 'backlog' which is assumed to be cleared by Year 5.

Residential Pitch Requirements Years 6-10 : Local Authority Level

34. At local authority level, Year 6-10 requirements are mostly quite modest (see Appendix). Only 11 authorities have requirements of 10 or more pitches. The authorities in South HMA are italicised because they are based on our calculations rather than the GTAA:

Stafford
South Staffordshire
Rugby
North Shropshire
Herefordshire
Telford & Wrekin
<i>Malvern Hills</i>
<i>Wychavon</i>
<i>Wyre Forest</i>
<i>Stratford-on-Avon</i>
Wolverhampton

Residential Pitch Requirements Years 11-20

35. Estimates of pitch requirements become increasingly difficult over time. Little is known about likely demographic trends or how Gypsy and Traveller accommodation preferences will change in the future. Only North HMA and A5 Corridor made estimates for pitch requirements to 2026.

36. We have made estimates of sub-regional residential pitch requirements for Years 11-15 and 16-20 in the areas other than North HMA and A5 Corridor. Family formation rates have been assumed as set out in the Interim Statement:

Years 11-15 2.5% a year

Years 16-20 2.0% a year

The results are summarised in Table 12. This table also includes an estimate using the lower family formation rates for North HMA, where the GTAA assumed a continuing 3% a year rate of increase. This is done for consistency. The regional total includes the lower requirements for North. All our estimates are rounded to the nearest 5 pitches; figures taken directly from the GTAAs are as included in the respective reports.

Table 12 : Estimates of Sub-regional Residential Pitch Requirements Years 11 to 20		
GTAA	Years 11-15	Years 16-20
North HMA (GTAA)	40	46
<i>North HMA (revised estimate)</i>	<i>35</i>	<i>30</i>
A5 Corridor	60	54
<i>West</i>	<i>70</i>	<i>65</i>
<i>South HMA</i>	<i>75</i>	<i>70</i>
<i>Black Country</i>	<i>30</i>	<i>25</i>
<i>Birmingham/Coventry/ Solihull</i>	<i>15</i>	<i>10</i>
West Midlands	285	254

Note: All figures in italics are estimates made for this Note. Other figures are taken from the GTAAs.

37. The calculations of requirements beyond Year 5 assume that all requirements arising in earlier periods are met in the area in which they arise. This has the direct effect of cumulatively reinforcing current patterns of provision. The patterns of growth in periods after Year 5 will, of course, be different if some requirements are 'diverted' through the RSS process to other areas. For this reason it seems inappropriate to make any estimates beyond Year 10 at local authority level.

Requirements for Transient Accommodation for Gypsies and Travellers

38. Table A1 in the Appendix shows that GTAAs treat requirements for transient accommodation in different ways which make it impossible to sum GTAA estimates to produce a figure for the Region. Some estimates are not quantified reflecting the difficulties of making assumptions as to the type of provision required, average length of stay, necessary vacancy rates and so on.

39. Three important points emerge from the GTAAs:

- The GTAAs suggest the need for some sort of short-stay accommodation for Gypsies and Travellers in virtually every local

authority area. This reflects the fact that unauthorised encampments can occur almost everywhere, but more fundamentally, that Gypsies and Travellers pursuing a nomadic lifestyle should be able to stop legally in all areas. Some form of provision is required everywhere if tensions between the Travelling and settled communities caused by unauthorised encampment are to be reduced, and the very worst living conditions experienced by Gypsies and Travellers are to be improved.

- The GTAAs make clear that transient provision should take the form of a network. Unless Gypsies and Travellers can move legally between places, a travelling lifestyle will not be possible. Lack of somewhere to move on to increases the likelihood that provision will not function as intended because of pressure to stay as long as possible. This would greatly increase management difficulties.
- It is equally clear that there is no single model of transient accommodation. The GTAAs refer to ensuring that new residential provision is designed so that families can accommodate short-stay visitors on their pitches, thus removing one element of unauthorised encampment. They also refer to 'stopping places'. These are described in the South HMA GTAA as 'sites which could be made available for short term use, as and when required, and for which provision could be made for mains water and waste collection when the sites were in use'. The report notes that such sites would require planning permission if likely to be used for more than 28 days in a year, but would not have expensive infrastructure. Stopping places which proved to be used on a continuing basis could then be upgraded. The South HMA GTAA suggests that all transient accommodation provided should take this form, and a similar approach is envisaged in West. Across the Region, formal transit sites are clearly specified only for:
 - Shrewsbury & Atcham and Telford & Wrekin related to the M54
 - Black Country
 - Birmingham

40. In recognition of the fact that a quantified assessment of transient pitch requirements will be needed for the RSS Revision, we have made estimates at local authority level for West and Birmingham/Coventry/Solihull. The assumptions used are:

- Estimates broadly reflect the levels of unauthorised encampment reported in the GTAAs.
- Each local authority has an allocation of at least 5 pitches.
- All estimates are rounded to the nearest 5 pitches.

41. At sub-regional level the estimates are as follows:

West	55 'pitches'; 35 in stopping places
Birmingham/Coventry/Solihull	25 'pitches'; 10 in stopping places

These are incorporated into Table A2 in the Appendix together with associated estimates at local authority level.

42. The normal assumption in GTAAs is that there will be no further requirement for additional transient accommodation beyond Year 5 unless the scale of travelling increases.

Qualitative Guidance on Site Requirements for Gypsies and Travellers

43. This sub-section looks at some of the more qualitative findings of the GTAAs on sites for Gypsies and Travellers. It looks first at findings on different Traveller groupings, then at indications on preferred site size and tenure, and location.

Different Traveller Groups

44. The GTAAs do not quantify requirements in terms of different Gypsy and Traveller ethnic groups. They do, however, give some indication of the diversity of the regional Gypsy and Traveller population and how characteristics vary between sub-regions. Table 13 shows the ethnic mix of Gypsies and Travellers interviewed in each GTAA survey.

Group	North HMA	A5 Corridor	West	South HMA	Black Country ⁽²⁾	Birmingham/ Coventry/Solihull
Sample number	125	124	174 ⁽¹⁾	270		108
	%	%	%	%	%	%
Romany/English Gypsy	63	76	67	93	N/A	38
Irish Traveller	22	19	3	7	N/A	53
New Traveller/Traveller	1	2	20	*	N/A	2
Other	4	4	9	-	N/A	8

⁽¹⁾ The sample number incorporates an earlier survey carried out in Herefordshire in 2006

⁽²⁾ The Black Country report does not provide detailed figures for the whole sample. English Gypsies were the largest group on authorised sites while Irish Travellers made up 62% of interviewees on unauthorised sites. In housing the split is 60% English Gypsy and 40% Irish Traveller.

45. Romany or English Gypsies are clearly the largest group in all sub-regions outside the conurbation. In particular, there are very small proportions of Irish Travellers in West and South HMA. West is unusual in its proportion of New Travellers and Travellers.

46. The GTAAs give little indication of differences in site requirements attributable to different Traveller groups:

- The West report comments at some length on the differences in current accommodation, lifestyles and aspirations between 'traditional' and New Travellers. In terms of 'ideal' sites there are indications that Gypsies and Irish Travellers favour more formal, well serviced sites which would not necessarily be attractive to New Travellers. Some New Travellers are seeking a low impact, green lifestyle.
- South HMA report notes that most of the Irish Travellers interviewed in the survey were on unauthorised sites and required transient rather than permanent sites in the area.

47. At present, there is insufficient understanding of any relationships between accommodation needs and Traveller groups to identify more precise implications for site planning purposes. Diversity underlines the importance of developing sites to meet actual local needs in detailed consultation with the Gypsies and Travellers involved. However, this is relevant at the local rather than the regional level.

Site Size and Tenure

48. Most of the GTAA's report findings on preferred site size. While some respondents in each area favoured very small or large sites, the consensus appears to be for residential sites with more than 5 but fewer than 15/20 pitches. Preferred sizes for transit sites were commonly slightly smaller on average.

49. Surveys in North HMA, A5 Corridor, West and Birmingham/Coventry/Solihull asked for views on the merits of sites combining residential and transit pitches. In all cases, significant proportions of respondents offered no opinion. Opinion where expressed was fairly equally divided between those favouring and not favouring mixed sites. Cogent reasons were given to support each view.

50. All GTAA's revealed a strong preference for family-owned sites over sites owned either by a local authority or another Gypsy or Traveller. Only South HMA explored this further in terms of likely affordability. Only 10% of those interviewed said that they would be able to buy and develop their own site. 20% said that they would be interested in part buy/part rent site accommodation if it were available, although the report counsels caution in interpreting these figures since no information was given on what it might cost or how it might be implemented.

51. Sites provided by local authorities or housing associations were usually preferred over sites provided by a Gypsy or Traveller or a private landlord. However, the differences were usually small. Perhaps not surprisingly, there are indications that Gypsies and Travellers living on social rented sites (and in housing) favour local authority/RSL sites, while those on private sites prefer private sites. The implications are that a variety of sites, provided in different ways, is required to best meet preferences.

Site Location

52. The GTAA's provide little direct evidence of locational preferences at local authority scale. Several reports comment that most interviewees, other than those in transit, expressed a desire to remain in the same general area. This suggests that a 'need where it arises' basis for requirements may accord with Gypsy and Traveller preferences (which themselves may be constrained by existing provision and perceptions of realistic opportunities).

53. There is also little guidance about lower scale location preferences – other than a clear desire to avoid poor environments next to rubbish tips or electricity pylons. In the Birmingham/Coventry/Solihull GTAA survey, respondents were asked what the most important things are for them when deciding where a site should be. Near to family emerged as the most important, followed by good road access, near green spaces/countryside, friendly neighbours and near to health services, schools, shops and work. A similar question was not asked elsewhere. Apart from some New Travellers in West who appear to be seeking relatively remote rural locations, there is nothing in the GTAA's to suggest that the residential criteria for Gypsies and Travellers are very different from those of the settled community.

54. In terms of developing criteria which might be used at regional level to generate options for distribution of pitch requirements between local authorities the GTAA's suggest:

- Options which depart very significantly from 'need where it arises' run the risk of being unsustainable by running counter to Gypsy and Traveller preferences for local accommodation and maintenance of family links.
- Other criteria appear similar to those likely to be used in mainstream housing, including access to schools, shops, services, transport and employment opportunities.

Travelling Showpeople

55. Table A1 in the Appendix shows that GTAA's estimate regional requirements as 88 additional plots/yards for Travelling Showpeople plus the re-location of a large Showmen's depot requiring some 15-20 acres².

Requirements are distributed:

North HMA	5 plots
A5 Corridor	19 plots
West	9 plots
South HMA	22 plots
Black Country	33 plots
Birmingham/Coventry/Solihull	Relocation of 1 depot (15-20 acres)

² This depot is in Birmingham and currently accommodates 25 homes; the owner wishes to re-locate on a larger site in order to meet the needs of residents and the business.

56. Table A2 in the Appendix converts the Birmingham/Coventry/Solihull relocation requirement into an assumed 30 plots. This covers current residents together with an allowance for some family increase (a net increase of 5 plots). This is an assumption rather than an estimate directly based on the GTAA. The regional total becomes **118 plots**.

57. Current provision for Travelling Showpeople is not evenly spread, but is concentrated in the Black Country. This underlies the pattern of requirements, although there is an implication that provision could become less concentrated if requirements were to be met as set out above.

58. At local authority level, purely on the basis of need where it arises, the majority of authorities (21) have no requirement for additional plots for Travelling Showpeople. The local authorities with more than a 10 plot requirement are:

- South Staffordshire
- Redditch
- Walsall
- Birmingham (re-location, assumed 5 plot additional gain)

59. Only A5 Corridor and Black Country GTAAs make any assessment of plot requirements for Travelling Showpeople beyond Year 5. In both cases, an allowance is made for family formation. The rates assumed differ: 2%pa in A5 Corridor (2 additional plots Years 6-10) and 3.9% in Black Country (23 additional plots Years 6-10). The remaining GTAAs do not provide sufficient consistent information on current provision or demographic characteristics to allow us to make realistic estimates of requirements beyond Year 5 across the Region.

60. The GTAAs provide little qualitative information on plot needs for Travelling Showpeople. The Showmen's Guild now recommends that plots should be at least 100 X 150 feet in size and preferably larger to allow for equipment storage and testing and space for residential accommodation. This suggests a density of 5-7 plots per hectare, which would mean a land requirement of some 20 hectares across the Region to meet a requirement of 118 plots.

61. West GTAA includes a guide to requirements, drawing on information from the Showmen's Guild. Locational criteria for a multi-yard site include:

- Up to 5 hectares of relatively level and well drained land.
- Good access to the main road and motorway system.
- An edge, or near-settlement site rather than on actually within an existing settlement.
- Affordable land, ie not inflated by prime residential or industrial development values.
- Shops and schools within reasonable distance, perhaps up to 2 miles.
- Environment suitable for residential purposes and bringing up children.

A single (extended) family yard would require a smaller site, but other criteria would be similar

4. CROSS-BOUNDARY ISSUES

62. Effectively each GTAA treats its sub-regional study area as an island. It surveys Gypsies, Travellers and Showpeople in the study area at the time and estimates the need that these families generate for the study area. None of the GTAA's seeks to predict inward migration to their study area. Some, implicitly at least, assume that some locally generated need might be accommodated elsewhere if those in need express a desire to move out of the study area; Black Country explicitly includes a figure for a balancing inflow to produce nil net migration. This section examines the evidence from the GTAA's which might lead to cross-boundary movement either within the West Midlands or between the West Midlands and other regions.

Geographical Pattern of Current Provision

63. A feature of current site provision is the number of sites in the A5 Corridor sub-region which are close to the boundary of the conurbation. For Gypsies and Travellers, this affects Cannock Chase and South Staffordshire adjoining Wolverhampton and Walsall, and Nuneaton & Bedworth and Rugby adjoining Coventry, and affects primarily private sites and unauthorised developments. For Travelling Showpeople it affects Cannock Chase and South Staffordshire adjoining Wolverhampton and Walsall. Site locations are not given in South HMA to enable us to check whether there is a similar pattern to the south and west of the conurbation.

64. The pattern suggests that Gypsies and Travellers might be seeking to access employment opportunities in the conurbation from locations where affordable land proved easier to find and, possibly, enforcement policies were less stringent. Some sites may have been established during the period prior to 1994 when Gypsy sites were not automatically seen as an incompatible land-use in Green Belts. It is arguable that some of the conurbation's Gypsies and Travellers have been 'exported' to the surrounding areas. Even if true, the current policy implications are far from clear since development pressure and land availability are still considerations which might lead to a similar pattern for the future. However, it does suggest that the boundaries on which GTAA's were undertaken should not necessarily be taken as fixed so far as future provision is concerned.

Indications of Migration/Movement

65. The GTAA's provide few indications of migration/movement flows. Only Birmingham/Coventry/Solihull survey asked where the respondent had been living prior to the place where they were interviewed. In this instance, more than half of respondents had previously been outside the study area, mostly also outside the West Midlands. This implies a considerable level of inward movement albeit over a potentially long time period. However, there is no means of knowing whether the pattern is typical of other parts of the Region where the GTAA's imply, if do not fully evidence, greater stability.

66. Some GTAAAs asked about movement intentions and/or preferred locations. Relatively few respondents were looking to move, and a minority were seeking to move out of the study area. For example, 8% in West did not want to stay in the study area, and 6% in South HMA said that their preferred location was outside the study area. Again, there is no way of knowing whether these findings are typical of other sub-regions.

67. In this context, we must conclude that the GTAA reports are not useful in building up a comprehensive picture of any migration or movement patterns. It is not clear, on the basis of the GTAAAs, whether the Region is likely to gain or lose population through net migration.

Appendix Table A1 : Requirements by Local Authority from the GTAAs				
Local authority	Additional residential pitch requirements		Transient requirements	Travelling Showpeople
	Years 1-5	Years 6-10		
East Staffordshire	11	4	5	0
Newcastle-under-Lyme	15	4	5	5
Stafford	22	12	2	0
Staffordshire Moorlands	2	0	2	0
Stoke-on-Trent	29	9	10	0
North HMA	77	28	24	5
Cannock Chase	25	8	5	5
Lichfield	9	1	5	0
South Staffordshire	32	15	5	13
Tamworth	6	1	5	0
North Warwickshire	12	5	5	0
Nuneaton & Bedworth	20	1	5	1
Rugby	48	14	5	0
A5 Corridor	152	51	35	19
Bridgnorth	5	1	Stopping places	0
North Shropshire	22	16	Stopping places	0
Oswestry	8	5	Stopping places	4
Shrewsbury & Atcham	10	3	1 transit site	0
South Shropshire	18	5	Stopping places	0
Herefordshire	100	31	Stopping places	0
Telford & Wrekin	24	10	1 transit site	5
West	187	71	2 formal sites + stopping places	9 plots

Local authority	Additional residential pitch requirements		Transient requirements	Travelling Showpeople
	Years 1-5	Years 6-10		
Bromsgrove	0	N/A	0	0
Malvern Hills	26	N/A	10	8
Redditch	0	N/A	18	14
Worcester	16	N/A	20	0
Wychavon	40	N/A	20	0
Wyre Forest	30	N/A	0	0
Stratford-on-Avon	34	N/A	10	0
Warwick	11	N/A	15	0
South HMA	157	N/A	93	22
Dudley	14	8	10-12 pitches	3
Sandwell	-1	3		8
Walsall	30	9		20
Wolverhampton	25	11		2
Black Country	67	31	10-12 pitches	33
Birmingham	16	3	1 transit site	1 large yard to re-locate
Coventry	-4	3	Stopping places	0
Solihull	17	9	Stopping places	0
B'ham/Cov/Solihull	29	15	1 formal site + stopping places	1 large yard to relocate
West Midlands Region	669	196 + South HMA	Impossible to sum	88 plots + large yard

Appendix Table A2 : Requirements by Local Authority : GTAs and Supplementary Estimates				
Local authority	Additional residential pitch requirements		Transient requirements	Travelling Showpeople
	Years 1-5	Years 6-10		
East Staffordshire	11	4	5	0
Newcastle-under-Lyme	15	4	5	5
Stafford	22	12	2	0
Staffordshire Moorlands	2	0	2	0
Stoke-on-Trent	29	9	10	0
North HMA	77	28	24	5
Cannock Chase	25	8	5	5
Lichfield	9	1	5	0
South Staffordshire	32	15	5	13
Tamworth	6	1	5	0
North Warwickshire	12	5	5	0
Nuneaton & Bedworth	20	1	5	1
Rugby	48	14	5	0
A5 Corridor	152	51	35	19
Bridgnorth	5	1	<i>5 'pitch' stopping places</i>	0
North Shropshire	22	16	<i>10 'pitch' stopping place</i>	0
Oswestry	8	5	<i>5 'pitch' stopping places</i>	4
Shrewsbury & Atcham	10	3	<i>10 pitch transit site</i>	0
South Shropshire	18	5	<i>5 pitch stopping places</i>	0
Herefordshire	100	31	<i>10 'pitch' stopping place</i>	0
Telford & Wrekin	24	10	<i>10 pitch transit site</i>	5
West	187	71	<i>55 'pitches' 35 as stopping places</i>	9 plots

Local authority	Additional residential pitch requirements		Transient requirements	Travelling Showpeople
	Years 1-5	Years 6-10		
Bromsgrove	0	5	0	0
Malvern Hills	26	10	10	8
Redditch	0	5	18	14
Worcester	16	5	20	0
Wychavon	40	25	20	0
Wyre Forest	30	15	0	0
Stratford-on-Avon	34	10	10	0
Warwick	11	5	15	0
South HMA	157	80	93	22
Dudley	14	8	10-12 pitches	3
Sandwell	-1	3		8
Walsall	30	9		20
Wolverhampton	25	11		2
Black Country	67	31	10-12 pitches	33
Birmingham	16	3	15 pitch transit site	30 plots: re-location + 5 plot net gain
Coventry	-4	3	5 'pitch' stopping places	0
Solihull	17	9	5 'pitch' stopping places	0
B'ham/Cov/Solihull	29	15	25 pitches 10 as stopping places	30 plots: re-location + 5 plot net gain
West Midlands Region	669	276	243 pitches including stopping places	118 plots including a relocation

