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Secretary of State for Trade and Industry

NBPM AF 21/16
DEPARTMENT OF TRADE AND INDUSTRY
1-19 VICTORIA STREET
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21 June 1984

The Rt Hon Tom King MP
Secretary of State for Employment
Department of Employment
Caxton House
Tothill Street
London SW1

D Tom,

- see Pt 5 at flag.

You will recall that at E(A) last October, we agreed that the map of Assisted Areas should be revised as quickly as possible. This was because the revised RDG scheme cannot be introduced until the revised map is ready for simultaneous introduction. As we made clear in the White Paper "Regional Industrial Development", we hope to go over to the new scheme and map in the autumn. This is so that we can achieve the major savings in public expenditure as soon as possible. This timetable was repeatedly and publicly confirmed by DTI Ministers in the Committee and Report Stages of the CDA and Industrial Development Bill. Devising the new TTWA boundaries is critical to achieving this timetable.

2 However, I understand that the timetable is now under threat from the heavy response to your consultation on draft boundaries. I also understand that most of the comments do not consist solely of factual observations but are attempts to ensure that the boundaries maximise certain areas' chances of AA designation. I think we are all agreed that TTWAs are the most suitable basis for the assisted areas map as they are the closest approximations to self-contained labour markets. This approximation could only be weakened if we were to take account of subjective considerations and special pleadings. I hope, therefore, that the timetable will not be endangered by considering at length comments that do not relate to recent changes in commuting patterns which directly affect travel-to-work patterns.

3 I see from Nicholas Edwards' letter of 19 June that he feels that TTWA boundaries should not cross the border between England and Wales. There is the clear danger in such a proposal that it gets away from seeking TTWAs which are as statistically valid as we can make them - which is the only way we can avoid damaging



anomalies. I do not understand why it should be felt that a statistical measure should do anything other than reflect what it is intended to measure. If TTWAs cross territorial boundaries, all that means is that people travel across those borders on their way to work!

4 I am copying this letter to other members of E(A) and to Sir Robert Armstrong.

A handwritten signature in black ink, appearing to read 'Norman Tebbit', with a horizontal line underneath the name.

NORMAN TEBBIT

MC

CENO.

010



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Parliamentary Under
Secretary of State

Norman
AT 47

The Rt Hon Norman Tebbit MP
Secretary of State for Trade and Industry
1-19 Victoria Street
LONDON SW1H 0ET

6 July 1984

Alan Clark

REVIEW OF TRAVEL TO WORK AREAS

In view of the considerable interest being shown in this review Tom King and I have decided that we should let all colleagues in the House individually know the results for their own areas as soon as possible. Our aim is to do this by the end of next week. We shall also be informing the local authorities and their associations.

This exercise will of course make no difference to our intention to publish national details of the new TTWA map with an accompanying explanatory article, in the September "Employment Gazette".

I am sending copies of this letter to members of E(A) and to Sir Robert Armstrong.

Alan Clark

Alan Clark

ALAN CLARK

MC



Parliamentary Under
Secretary of State

Department of Employment
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NBPM AT 417

The Rt Hon Norman Tebbit MP
Secretary of State for Trade and Industry
1-19 Victoria Street
LONDON SW1H 0ET

3 July 1984

Dear Norman

REVIEW OF TRAVEL TO WORK AREAS

Thank you for your letter of 27 June. I do very much understand your concerns because the review has of course, raised important and difficult issues for us all. As I said in my letter of 21 June to Nicholas Edwards, although I have reservations about his arguments, in the light of the strong political case he made, and of the best assessment possible of the statistical implications, I instructed my officials to carry out the work necessary to ensure that the new TTWA boundaries will not straddle the Wales/England border.

While as you know this decision has meant a short delay in finalising the review, we are still on course for completing the exercise on the newly agreed date of 9 July.

This was one of the issues on which we received considerable representation from local authorities. Barry Jones has tabled a question for written answer today which asks, amongst other things, for reconsideration of the original proposals. Given the interest in the issue my reply (of which I enclose a copy) makes clear that the border will in fact be respected.

I am sending copies of this letter to recipients of yours.

Yours ever

ALAN CLARK

DEPARTMENT OF EMPLOYMENT

WRITTEN REPLY

MONDAY 2 JULY 1984

TUESDAY 3 JULY 1984

137

MR BARRY JONES (ALYN AND DEESIDE): To ask the Secretary of State for Employment, what plans he has to change the travel-to-work areas for Wales; what consultations he has had with local authorities; if he has had consultations with Alyn and Deeside Council concerning the change in the existing boundary; and if he will reconsider his proposals to link Deeside with parts of Cheshire.

MR ALAN CLARK:

Pursuant to his reply [Official Report 2 July, Vol 63 Col 41-42] The current review of Travel to Work Areas in Wales, as in the rest of Great Britain, uses ward-based data on travel to work patterns obtained from the 1981 Census of Population. Local authorities, including Alyn and Deeside Council, have been consulted about the provisional results of this statistical exercise, and where appropriate, their comments are being taken into account in finalising the new areas. However, it has been decided that the new areas should not straddle the Wales-England border and Deeside will not, therefore, be linked with parts of Cheshire.

REGIONAL Pouch: Review

Pt 6

UNIVERSITY OF
SOUTH ALABAMA

JUN 14 1964



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The Rt Hon Norman Tebbit MP
 Secretary of State
 Department of Trade and Industry
 1 Victoria Street
 LONDON SW1

29th June 1984

Dear Norman,

REVIEW OF TRAVEL TO WORK AREAS

Your letter of 21 June re-emphasises the importance of the timetable for the review of travel-to-work areas because of the intention to use these areas in the review of the Assisted Area map.

As you know, for the reasons set out in Alan Clark's letter of 21 June to Nicholas Edwards, we have reluctantly accepted the request that travel-to-work areas should not straddle the border between England and Wales. As was discussed between our officials, this will cause a delay in the finalising of the travel-to-work area boundaries, we estimate by not more than a week.

There has indeed been a considerable volume of comment on our draft boundaries from other sources, but we are regarding the timetable - extended to accommodate the Welsh border point - as placing a strict limit on the time available to consider such comments.

The week's delay in finalising the boundaries will have a knock-on effect on the timing of the availability of employment and unemployment data, which was scheduled to become progressively available between mid-July and mid-August, but my officials will be making every effort to keep this to the absolute minimum.

I am copying this letter to other members of E(A) and to Sir Robert Armstrong.

Let me know if you have any worries about delay hereafter. I will certainly try and see there is no slippage.

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CC/JO

NAPM AT 29/6

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29 JUN 1984

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Secretary of State for Trade and Industry

27 June 1984

NBPM

AT
28/2

Alan Clark Esq MP
Parliamentary Under Secretary of
State for Employment
Caxton House
Tothill Street
London SW1

D Alan.

REVIEW OF TTWAS

Thank you for copying to me your letter of 21 June to Nicholas Edwards, which crossed with mine to Tom King. *will request if req'd*

2 As I made clear in my letter, I see considerable danger in basing TTWAs on considerations other than data on people's actual travel to work journeys. If a considerable number of people living in Wales work in England and vice versa, it is not defensible for TTWAs to observe the country boundary: I understand this is also your view. Given that Nicholas had not convinced you by his arguments, I was surprised that you had instructed your officials to redraw TTWAs so that they do not cross the boundary between England and Wales.

3 I know that your concern is to keep to the timetable so far as possible. The best way in which the work on drawing the TTWAs may be completed is to stick to the results of the statistical exercise; complying with Nicholas' requests could add yet a further delay. I do not think that Nicholas and I will see eye-to-eye on this. Perhaps we should simply forswear our respective objections and leave it in your hands to proceed as you feel is justified by the arguments, and not necessarily by the heat of debate.

4 I am copying this letter to Tom King, other members of E(A), and Sir Robert Armstrong.

Norman Tebbit

JH4ACG

NORMAN TEBBIT

REGIONAL POLICY —

(Review of Regional Policy) Pt 6.