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Confidential Filing

PM's meeting with Lawrence  
Cunliffe M.P about Unemployment  
Percentages in his constituency at  
Leigh, and the closure of the  
David Brown Engineering Firm

PRIME MINISTER

October 1981

Referred to	Date	Referred to	Date	Referred to	Date	Referred to	Date
<del>13-11-81</del>							
18-11-81							
PREM 19/573							

SUBJECT.

CF



cc D/Emp

HL

PM

✓. Master set.

10 DOWNING STREET

From the Private Secretary

18 November 1981

Mr. Lawrence Cunliffe, M.P.

The Prime Minister was grateful to Mr. Wakeham for joining her yesterday when she met Mr. Lawrence Cunliffe.

Mr. Cunliffe had asked for a "closures" meeting in respect of the David Brown factory in his constituency. Mr. Cunliffe acknowledged that there was not now to be a closure, but only a temporary close down in December to reduce stocks.

Against this background, the discussion turned to the more general problems of the textile industry in the area, the young unemployed, and the treatment of Leigh under the Government's regional policy. Little of this needs recording. I should, however, set down the fact that Mr. Cunliffe renewed his request that the Government should review the loss of intermediate status for his area. He felt this particularly necessary because the adjacent Wigan area was being upgraded to development area status, which would affect the Leigh travel-to-work area. Mr. Wakeham pointed out that there were unlikely to be changes at this stage in cases where an area had been moved only one place in classification.

Mr. Cunliffe also raised the problem of the registering as unemployed of white collar workers who had taken retirement at 60. The Prime Minister agreed that there was a need to look further at different ways of classifying such people, and said that she intended to take this up again.

In view of the last point above, I am sending a copy of this letter to Richard Dykes (Department of Employment).

M. A. PATTISON

Ian Ellison, Esq.,  
Department of Industry.

SD



From the  
Parliamentary Under Secretary of State's office

Private Secretary to  
the Prime Minister  
10 Downing Street  
LONDON SW1

Prime Minister

You will see that there is not  
actually to be a closure - so the

DEPARTMENT OF INDUSTRY

ASHDOWN HOUSE  
123 VICTORIA STREET  
LONDON SW1E 6RB

TELEPHONE DIRECT LINE 01-212 7691  
SWITCHBOARD 01-212 7676

PM  
meeting is  
based on a  
false premise.

MAD

13/11

13 November 1981

Dear Private Secretary

I attach a brief for the Prime Minister's meeting with  
Mr Lawrence Cunliffe on 17 November.

The Department has discussed the background with the  
Managing Director of David Brown Tractors, Mr Hetherington,  
who has asked that the Prime Minister's attention should be  
particularly drawn to the following:-

- the company is 75% dependent on exports. While the UK market has been depressed, it is the slump in world markets, accompanied by cut-throat competition for the business available, which has been the predominant problem;
- the company has been operating at around 60% capacity, well below break-even. It has implemented a package of cost-saving measures including resourcing with cheaper components, redesigning the products to cut costs, and concentrating on the most profitable markets. But with no upturn expected before 1983, labour costs also eventually had to be pruned. Full use has been made of short-time working (with Government help) but some



measure of redundancy was inevitable. About 500 will be affected, some 150 at Leigh, close on two-thirds of which will be on a voluntary basis;

- the company has no plans for closing the Leigh plant (a local fear). The planned closure in December is purely temporary as a means of reducing stocks. The company have however been unwilling to guarantee that further redundancies will not be necessary. This must depend on what happens to the market;
- the company's US parentage (Tenneco) has been an advantage. Without their backing, earlier and more painful measures might have been necessary as David Brown have lost heavily over the past two years.

Mr Hetherington has stressed that the various measures have been agreed with the trade unions and are going ahead. He hopes that Mr Cunliffe's interest will not prevent the dust from settling on what has been a difficult period for the company.

Mr Wakeham will attend the Prime Minister's meeting.

*Yours sincerely*

*Joanna Donaldson*

JOANNA DONALDSON  
Private Secretary



PRIME MINISTER'S MEETING WITH MR LAWRENCE CUNLIFFE MP 17 NOVEMBER 1981

BRIEF

INTRODUCTION

The meeting is in response to a letter from Mr Cunliffe (copy attached) who wishes to discuss unemployment in his constituency (Leigh). The request was apparently prompted by Press reports of a redundancy coupled with a complete shutdown of the David Brown Tractor Plant at Leigh from end November to early January and the fear that the factory may not reopen.

BACKGROUND NOTES

- ANNEX 1 Leigh Travel-To-Work-Area (TTWA)
- ANNEX 2 Unemployment Statistics
- ANNEX 3 Note on David Brown Tractors Ltd
- ANNEX 4 Special Employment Measures

PREVIOUS REPRESENTATIONS

The Department's Ministers have received a number of representations about the Assisted Area status of the Leigh TTWA which with the Wigan TTWA lie within the Wigan Metropolitan Borough. The latest representations were in a letter of 27 January from Mr Cunliffe to the Prime Minister. A copy of the Prime Minister's reply is at ANNEX 5.

LINES TO TAKE

The Prime Minister may care to draw on the following as appropriate:

UNEMPLOYMENT

- express concern about unemployment but draw attention to the Government's special employment measures.

DAVID BROWN TRACTORS LTD

- say that it is understood that there are no plans to close down the factory at Leigh although the company has obtained union agreement that it will be shut down for 2 separate weeks in December and there will be some (not more than 150) redundancies.
- Explain that such matters are for the company.

REGIONAL INDUSTRIAL POLICY

- the Government's policy is to concentrate on the areas of greatest need - areas such as Merseyside and the North East.



- the Government are committed only to further reviewing those areas being downgraded by more than one step and becoming non-AAs.
- Ministers have always made clear that they are ready to consider new evidence of long term change in an area's circumstances relative to the rest of the country.
- the Government continue to watch the position in the TTWA as elsewhere closely.
- successive Government have designated AAs by reference to TTWAs which are relatively self contained labour markets. Local authority boundaries are thus not taken into account.
- to quote unemployment figures for areas other than TTWAs can be misleading as they do not necessarily reflect on areas need for jobs.
- when designating AAs under the Industry Act 1972 the SoS is required to take into account the criteria laid down in the Industry Act 1972, namely "all the circumstances actual and expected, including the state of employment and unemployment, population changes, migration and the objectives of regional policies".

RPDG1a  
November 1981



## LEIGH TRAVEL-TO-WORK-AREA

## 1 AREA

The Leigh, Atherton and Golborne local office areas comprise the Leigh Travel-To-Work-Area (TTWA) which is part of the Wigan Metropolitan Borough, which embraces 14 former authorities combined together well to form one undertaking which is directing all its efforts towards improving life within a district of contrasting areas. The TTWA had in 1977 a labour force of 40,000 compared with 39,000 in 1971.

2 a) Political Complexion of Borough Labour 64, Conservative 5  
Liberal 3.

b) <u>Rates</u>	<u>78/79</u>	<u>79/80</u>	<u>79/80</u>	<u>80/81</u>	<u>80/81</u>	<u>81/82</u>
Non-domestic (P)	(P)	(P)	% increase (P)		% increase (P)	
Poundages (P)	99.51	117.50	18.08	139.52	18.74	158.04

81/82

Non-domestic % increase  
Poundages (P) 20.44

## 3 CONSTITUENCIES RELATED TO THE TTWA

Leigh - Lawrence Cunliffe (Labour)  
Part of Newton - John Evans (Labour)

## 4 ASSISTED AREA STATUS

At present the IA Leigh is scheduled to become non-assisted with effect from 1 August 1982, following the review of regional policy in July 1979. It is the only part of Wigan Metropolitan District to lose status, the rest was upgraded from IA to DA in July 1979. Leigh TTWA will, however, be designated a Derelict Land Clearance Area, as announced August 1980 and as such will retain its eligibility for 100% grants for approved land clearance schemes.

## 5 CHARACTER

Environment of the district is poor, with considerable amount of derelict land. Housing is a problem with 1 in 5 houses still lacking standard amenities. House prices among cheapest in the North West. Greater Manchester Transport bus services focus on Wigan and Leigh; Wigan has rail services to Liverpool, St Helens and Southport, as well as the Atherton route to Manchester. The district is bound by M6 in the West, M61 in the East and the East Lancs road in the South. Current plans include the Atherton-Tyldesley-Leigh by pass and its link to the M6.

## 6 INDUSTRIAL STRUCTURE

The area has suffered decline in coal mining and textile employment, the latter still continuing through market loss. The area has attracted little new industry. Manufacturing employment in the TTWA is dominated by electrical



engineering and textiles, though there has been an increase in employment of over 50% in the vehicles sector. Mining now accounts for 6.1% of employment. A more detailed breakdown is attached at Appendix 1.

## 7 MAJOR COMPANIES

BICC	Electrical Engineering
National Coal Board	Mining
David Brown Tractors	Vehicles
Ward and Goldstone	Auto and aircraft harness assemble
H J Heinz	Food manufacturers

## 8 UNEMPLOYMENT AND REDUNDANCIES

Unemployment has been persistently high and is well above both the national and regional average.

	<u>Leigh TTWA</u>		<u>NW</u>		<u>GB</u>	
	<u>Oct 80</u>	<u>Oct 81</u>	<u>Oct 80</u>	<u>Oct 81</u>	<u>Oct 80</u>	<u>Oct 81</u>
No unemployed	4,604	6,813	301,246	424,224	1,972,982	2,876,420
Rate	10.8%	15.9%	10.6%	14.9%	8.4%	12.2%
*Notified vacancies	86	95	8,684	9,412	107,900	106,400

\*On the basis of a 1977 survey, only 27% of vacancies were notified to Employment Offices in the NW Region. It is expected that less will be notified in the current labour market situation.

1980 There were 2,897 notified confirmed redundancies of which notable ones were Carrington Viyella (601 at 2 plants), Ward and Goldstone (288).

1981 So far this year 1,754 notified redundancies have been confirmed, notable BICC (350) and CV Yarns (210).

## 9 GOVERNMENT ASSISTANCE

a) As the TTWA has IA status companies in the area qualify, until August 1982, for Regional Selective Assistance under Section 7 of the Industry Act 1972, which amount is the maximum judged necessary to enable a project to proceed. Special schemes under Section 8 of the Industry Act will continue to be available nationally.

Offers of selective assistance in the 12 months to

	<u>No of offers</u>	<u>Offer</u>	<u>Project</u>	<u>Estimated Employment</u>	
	<u>Accepted</u>	<u>Value</u>	<u>Costs</u>	<u>Safeguarded</u>	<u>New</u>
Section 7	Nil	Nil	Nil	Nil	Nil
Section 8	2	£51,000	£186,000	N/A	N/A





- b) Advance Factories. There are no advance factories in the TTWA and no plans to build in the future.

10 POSITIVE ACHIEVEMENTS

These have been scarce. Only one worthy of note is:

- a) Bury-based businessman Colin Nelson is negotiating with the owners to take over the Sir John Holden mill at Leigh and Bolton's Prospect Mill and provide 360 jobs - 180 at each mill. Carrington Viyella recently announced the closure of both mills. Mr Nelson has already successfully reopened a textile mill at Oswaldtwistle near Blackburn which employs 150 people and he is also negotiating to take over 2 other mills at Blackburn.

NWRO/Briefing  
11 November 1981



ANNEX 1

APPENDIX 1

## LEIGH TTWA

## INDUSTRIAL STRUCTURE AND CHANGE 1971/77

	1971 No	1977 No	%	CHANGE 1971/77 %
Employees in employment	38,713	40,087	100	+ 3.5
Mining and Quarrying	2,676	2,448	6.1	- 8.5
<b>MANUFACTURING</b>	<b>19,387</b>	<b>16,783</b>	<b>41.9</b>	<b>- 13.4</b>
Electrical Engineering	5,443	5,331	13.3	- 2.1
Textiles	6,227	4,374	10.9	- 29.8
Vehicles	857	1,318	3.3	+ 53.8
<b>SERVICE</b>	<b>14,591</b>	<b>15,967</b>	<b>39.8</b>	<b>+ 9.4</b>
Professional & Scientific Services	3,846	4,664	11.6	+ 21.3
Distribution Trades	3,496	3,752	9.4	+ 7.3



Unemployment Statistics

	Assisted Area Status			Unemployment					
	1979	1980	1982	1979	1980	Sept 81		Oct 81	
				%	%	No	%	No	%
Leigh	IA	IA	Non AA	6.1	9.1	6,576	15.4	6,813	15.9
Wigan	IA/DA	DA	DA	8.9	11.3	12,589	17.3	12,844	17.7
Bolton	IA	IA	Non AA	6.0	8.5	17,787	16.0	17,236	15.5
Blackburn	IA	IA	Non AA	5.9	8.3	10,014	14.4	9,828	14.2
Rochdale	IA	IA	Non AA	6.0	9.5	8,886	17.6	8,594	17.1
Manchester	IA	IA	Non AA	5.5	7.4	93,523	13.1	92,203	12.9
ALL IAS*				7.1	8.9		14.0		14.3
ALL DDAS*				8.1	10.2		15.7		15.7
ALL SDAS*				10.2	12.5		17.7		17.6
GB				5.6	7.3		12.2		12.2

\*On post 1982 boundaries



PRIME MINISTER'S MEETING WITH MR LAWRENCE CUNLIFFE MP - 17 NOVEMBER 1981

DAVID BROWN TRACTORS LTD, LEIGH, LANCS

## INTRODUCTION

### BACKGROUND NOTE

2. David Brown Tractors Ltd is a subsidiary of Tenneco Inc (USA) through J I Case (also USA). It manufactures tractors and agricultural implements (Financial performance - Appendix 1). Principal tractor plants are at Leigh (components) and Huddersfield (3,000 - assembly).
3. Both locations are in current Assisted Areas with Intermediate Area status - both due to lose AA status in August 1982. Both plants have received Regional Selective Assistance for projects in the period since 1972 but not recently (Details - Appendix 2).
4. The Company, substantially dependent on exports, is suffering the effects of world trade recession and has sustained losses and unsold production. After introducing 4 new models in 1979, the Company began to suffer losses in 1980 through loss of export orders and cancellation attributed to the high pound. Adjustments including some redundancy in 1980 at Leigh were necessary but J I Case supported until world recession (which has also now produced redundancies in J I Case USA) combined with David Brown's rising domestic costs (materials, rates and interest charges) produced a situation which they considered had to be adjusted - 3,500/4,000 tractors standing unsold at Huddersfield or in dealers' hands.
5. There is current short time but production must be further cut to reduce the inventory and discussions commenced with Unions mainly AUEW (Engineering and TASS sections) in early October. Redundancy of 15% plus one month's shutdown, was proposed but found to be ineligible under TSTWC rules. The Company has now reached agreement with the Unions on 2 full weeks stoppage on 50% pay assisted by TSTWC (first week in December, and week preceding Christmas) and redundancy of 15% - this applies to Huddersfield equally with Leigh. Redundancies at Leigh indeed will be less than 150 and of these 60% are expected to be voluntary due to enhanced redundancy/early retirement benefits. There are no plans to reduce Leigh any further at present and no intention of moving work out.



## DAVID BROWN TRACTORS LTD AND SUBSIDIARIES

Financial Performance

	Year ended November					Confidential Estimates 1981 £M
	1976 £M	1977 £M	1978 £M	1979 £M	1980 £M	
Turnover	75.7	103.9	95.0	101.2	110.0	120
Exports				68.8	78.3	85
Operating Profit (Loss)	7.5	11.2	6.2	(0.2)	(12.8)	(11)
Pretax Profit (Loss)	6.5	10.4	6.2	(2.6)*	(10.5)*	N/A

\*Reflects Financing charges £1.8m and Exchange losses of £0.7m plus £2m loan waived by Tenneco.

## EMPLOYMENT

Leigh factory

From 1975-1979 employment was steady at 1,150-1,200. By mid-1981 it had declined to 990, principally in June-August 1980. Statutory advance notification of 130 further redundancies has been given, to occur by 22 January 1982. The company has recently suggested that this may rise to 1150.

All employees currently work the shift equivalent of a 4½ day week. TSTWC support has been given.

Huddersfield factory

Up to mid-1980 steady at around 3,300. Since dropped to 3,000. Approaching 400 to be shed by February 1982 on recent announcement - statutory notification awaited. Remainder expected to return to full time from current 4 day week.

Business is seasonal and the proposed pattern of short time will assist inventory reduction (spring sales). Inventory excess is due to expectation of upturn this autumn which has not been realised. 1982 projections have been revised downwards and scaling down by redundancy will effect production adjustment.

1982 Pay Round

This is currently in negotiation at 5%. The Leigh labourforce accepted on 11 November. Huddersfield are voting on 12 November and expected to accept.



CONFIDENTIAL

DAVID BROWN TRACTORS LTD

REGIONAL SELECTIVE ASSISTANCE AFFECTING LEIGH

1. An Interest Relief Grant maximum of £159,650 was offered on 2 May 1973 for the expansion of manufacturing capacity at Leigh and Huddersfield (Project cost £2.6m). 1,011 (219 at Leigh) additional jobs were forecast on the base of 4,062 (892 at Leigh). The Project was successful and the Assistance was paid.
2. A second Interest Relief Grant of £96,900 was offered on 25 September 1975 for the introduction of manufacture of new style "quiet cabs" with improved safety features at Leigh. (Project cost £1.7m), with minor alteration to Huddersfield assembly lines. Employment at that time was 5,011 (111 at Leigh). 120 additional jobs were forecast (102 at Leigh). By April 1978, 119 jobs had been created and the company had already decided to expand the activity.
3. A third IRG of £246,750 was offered on 26 July 1977 to expand "quiet cabs" production from 150 to 250 per week. This was needed to comply with UK legislation governing the permitted noise level inside tractor cabs. Project costs of £3.6m estimated to provide an additional 140 jobs by October 1978. First payment of £120,750 was made 27 October 1978, second payment applied for September 1979 but was deferred because working capital had not yet been incurred and insufficient new jobs had been created.



## PRIME MINISTER'S MEETING WITH MR LAWRENCE CUNLIFFE MP - 17 NOVEMBER 1981

## DEPARTMENT OF EMPLOYMENT SPECIAL MEASURES

1. Temporary Short Time Working Compensation Scheme (TSTWCS)

1.1 The scheme encourages employers to adopt short time working instead of redundancies. Firms are eligible for support for nine months at the rate of 50% of normal earnings plus National Insurance contributions for workless days.

2. Job Release Scheme (JRS)

2.1 JRS enables employees approaching statutory pensionable age to make way for unemployed people in return for a weekly allowance. The replacement must be recruited from the unemployed register. A disabled person released must be replaced by another unemployed disabled person, if possible. Two schemes are at present in operation, one for men aged 64 and women aged 59 and the other for disabled men aged 60-63. Men aged 63 will be eligible for the scheme from 1 November 1981 and men aged 62 from 1 February 1982.

2.2 The current weekly tax free allowances are £50.50 for a married person with a dependent spouse and £40 for a single person or married person whose spouse has an income of more than £11 per week net. The allowances for disabled men and men aged 63 and 62 are taxable but the allowances are correspondingly higher at £59 and £47.50 per week.

3. Youth Opportunities Programme (YOP)

3.1 YOP provides a range of opportunities for unemployed young people in training courses and work experience schemes. It includes courses to prepare young people for work through employment induction courses, short training courses, and work introduction courses: and work experience schemes on employers' premises, training workshops, community service and other special projects.

3.2 For 1981-82 YOP is intended for the unemployed 16 and 17 year olds. However, the programme may continue to accept 18 year olds on a non-priority basis.

3.3 The Department of Employment report that a survey showed that nearly 75% of those who had experienced YOP felt it had been either "very helpful" or "fairly helpful" to them.

3.4 The Department of Employment is looking very closely at its Youth Opportunities Programme to see how it can be improved and developed into a new and better training programme. The aim is to move towards a position where all young people under 18 have the opportunity either of continuing with full time education or of entering training or a period of planned work experience combining work - related training and education.



#### 4. Community Industry (CI)

4.1 Run by the National Association of Youths Clubs (NAYC), Community Industry provides jobs for personally and socially disadvantaged young people who undertake work projects of benefit to the community. The scheme is mainly financed through a grant to the NAYC, which employs both the adult staff and young people.

#### 5. Community Enterprise Programme (CEP)

5.1 CEP provides temporary employment for long term unemployed adults on schemes of benefit to the community. Recruitment to CEP job opportunities is restricted to people aged 18-24 years of age who have been unemployed for over six months, and those aged 25 years and over who have been unemployed for over 12 months. It is a nationwide programme but priority is given to areas of high unemployment.

(CEP replaced the Special Temporary Employment Programme (STEP) on 1 April 1981. The existing STEP schemes were transferred to the new programmes).

#### 6. Training in Industry

6.1 The Training for Skills Programme provides funds to help where an Industrial Training Board (ITB) or other representative body has identified a shortfall in an industry's long term training requirements. Grants are made available through ITB's and other bodies to employers taking on apprentices and other long term trainees additional to their normal recruitment.

6.2 Currently some £40m has been allocated to support the recruitment of 30,000 first year apprentices nationally.

#### 7. Young Workers Scheme

7.1 The Young Workers Scheme, which will be introduced on 4 January 1982, is a scheme designed to encourage employers to take on young people at realistic wage rates.

7.2 Under the scheme, employers will be able to claim weekly payments in respect of young people in their employ who are under 18, in their first year of employment and earning less than £45 a week. Payments will be made at the rate of £15 where gross earnings are less than £40 a week and at £7.50 where gross earnings are below £45 a week. Payments will be available for 12 months in respect of any one individual.





## DEPARTMENT OF EMPLOYMENT SPECIAL MEASURES IMPACT IN LEIGH

## 1 TSTWCS

1.1 The numbers of jobs in the area currently receiving aid under this scheme are:

WIGAN	LEIGH	NW REGION
5,824	3,850	27,279

## 2 JRS

2.1 The numbers who have taken advantage of this scheme are:

WIGAN	LEIGH	NW REGION
307	109	8,046

## 3 YOP

3.1 Since the Prime Minister wrote to Mr Culliffe in February (ANNEX 5) the number of places for unemployed young people in 1981/82 in the programme has been increased from 440,000 to 550,000; in the NW from over 80,000 to 95,000.

3.2 In 1980/81 3,200 young people in the Leigh and Wigan area took part in the YOP and between April and September '81 a further 3,000 have taken part in it.

## 4 CI

4.1 Under this scheme the following numbers are being assisted:

WIGAN	LEIGH	NW REGION
94	NIL	1,124

## 5 CEPT

390 places have been filled by the long term unemployed in Manchester West (covering Leigh and Wigan). 4,400 places have been filled in the NW Region.



10 DOWNING STREET

THE PRIME MINISTER

17 February 1981

*Dear Mr. Cunliffe*

Thank you for your letter of 27 January asking that consideration be given to including Leigh in the Wigan Development Area.

Assisted Areas are as you know designated by reference to Travel-To-Work Areas (TTWAs) and this has been the practice of successive Governments. These TTWAs represent reasonably self-contained labour markets and are thus the smallest geographical areas for which the Department of Employment is able to quote unemployment rates. The 1978 Review of TTWAs took account of the latest available information including travel-to-work patterns and confirmed that Wigan and Leigh were properly constituted as separate TTWAs.

When the Government examined all the Assisted Areas in 1979 as part of its review of Regional Policy, it came to the conclusion that, on the evidence available Wigan ought properly to be upgraded to Development Area (DA) status, whilst Leigh no longer justified its Intermediate Area (IA) status. However, recognising the need for a suitable transitional period, Leigh - along with other areas losing their AA status - will remain an IA up to 31 July 1982.

I recognise that since the 1979 review Leigh's unemployment has increased substantially. Regrettably, however, this is also true of other areas in the country, including some which like Leigh are to become non-Assisted Areas and others which have never had Assisted Area status. We are tackling this situation nationally by bringing down inflation, reducing public expenditure and encouraging

/ industry

industry to become more competitive, so that when current difficulties ease expansion can begin again. There are encouraging signs that our policies are meeting with success, as the inflation rate comes down and there is in general a more responsible approach to wage settlements by both management and unions. In the meantime, I am sure it is right to continue as we began in July 1979 - to concentrate the regional aid the country can afford on those areas which are in the greatest need of help - and I can see no justification in present circumstances to change our decision that Leigh should cease to be an Assisted Area next year.

You refer particularly to the problem of the young unemployed in Leigh. The Government are doing all they can to help this very important group through work experience and training schemes on the Manpower Services Commission's (MSC) Youth Opportunities Programme. In November 1980 Jim Prior announced a major expansion in the programme to provide some 440,000 places for unemployed young people in 1981/82. Over 80,000 of these places are expected to be in the North West. The Government have asked the MSC to undertake to offer a place on the Youth Opportunities Programme within three months to all 16 and 17 year olds who remain unemployed for three months or longer. Already in fact a great deal is being done for the young unemployed in the Leigh and Wigan area. 2,100 young people took part in Youth Opportunities Programme schemes in the Wigan area between April and November last year. 11,000 young people participated in the Programme in the Manchester area as a whole in 1979/80, and the MSC estimates that the comparable figure for 1980/81 will be about 16,500 young people.

Although I am unable to accept your suggestion that Leigh should be included in the Wigan Development Area, let me assure you that in view of the rise in unemployment which Leigh is experiencing we shall continue to watch the position there very closely.

Yours sincerely  
Lawrence Cunliffe

Lawrence Cunliffe, Esq., M.P.

D.R.

CF

17/11

MR. PATTISON

MAJ

c.c. Ian Gow

MEETING WITH LAURENCE CUNLIFFE, MP:  
TUESDAY 17 NOVEMBER AT 1545 - H/C

As Mr. Norman Lamont, the Minister responsible, is not able to attend this meeting because of the Shipbuilding Bill, his place will be taken by John Wakeham instead. I thought it was better to arrange matters this way than to postpone Mr. Cunliffe, which would have meant a further delay of about a week.

ES.

11 November 1981

BF 16.11.81 4 November 1981

This is just to let you know that Lawrence Cuniffe has confirmed the meeting with the Prime Minister at 1545 on Tuesday 17 November in the Prime Minister's room at the House. Could your brief please reach us by Monday 16 November?

C.S.

J.C. Hudson, Esq.,  
Department of Industry.

SP



CC 001 16/11 HL  
Hudsen asked for  
brief by Monday  
16 November

10 DOWNING STREET

*From the Private Secretary*

3 November 1981

I have tried to contact you on the telephone to let you know that the Prime Minister would be very happy to see you about unemployment problems in your constituency. The Prime Minister would like Mr. Kenneth Baker, Minister of State at the Department of Industry, to be present at the meeting and I wonder whether after Questions, i.e. at approximately 1545 on Tuesday 17 November would suit you. I am sorry that this is not as soon as you would wish, but both the Prime Minister's and Mr. Baker's diaries are very overcrowded. Perhaps at your convenience you could ring me to let me know whether this time would suit you. The meeting will take place in the Prime Minister's room at the House of Commons.

CS

16

Lawrence Cunliffe, Esq., M.P.

30 October 1981

I am writing on behalf of the Prime Minister to acknowledge your letter of 28 October. I will place your letter before the Prime Minister and a reply will be sent to you as soon as possible.

M A PATTISON

Lawrence Cunliffe, Esq., M.P.

1/10

PRIME MINISTER

Lawrence Cunliffe (Leigh) seeks a "closure" meeting in respect of David Brown Engineering.

The Frank Haynes case showed that Opposition MPs are coming straight to you without trying the Departments first. This is tiresome in terms of time, but does at least mean that your involvement is limited to one short meeting, with the relevant Department pursuing the follow-up. If you are content to leave matters like this, we will arrange a meeting with the appropriate Minister present.

MAD

Shreed  
ms

30 October 1981

Miss Stephens  
For meeting + briefing, pl  
MAD 2/11





HOUSE OF COMMONS  
LONDON SW1A 0AA

CC 600

R30/6

28/10/81

Dear Prime Minister,

May I humbly request your kind consideration to grant me a short interview with you regarding unemployment problems within my constituency. The unemployment percentages are nearly 16% and I have just been informed that the David Brown Engineering Motor Firm are closing the factory employing



HOUSE OF COMMONS  
LONDON SW1A 0AA

900. Warkis at the end of  
November.

Best Wishes

Lawrence Culliffe

Member for Leigh

A large, stylized handwritten signature in blue ink, consisting of several sweeping, overlapping loops.