



JAMIE DRISCOLL
FOR 
NORTH EAST MAYOR

'Shy bairns get nowt'

A plan for Full Employment, a Green New Deal
and a Total Transport Network





The North East	4-5
Powers of the Mayor	6-9
Jamie Driscoll	10-11
Total Transport Network	12-17
Full Employment	18-23
Green New Deal	24-29
Political Positions	30-31
Manifesto 2024 addendum	33-37



**JAMIE
DRISCOLL**





The North East can be awesome - *if we're bold*

There's no law of nature that says buses have to be expensive and unreliable. That work has to be insecure and badly paid. That homes have to be damp and cold. These can all be fixed - if we put the needs of working people and their families ahead of billionaires and global corporations.

But ambition is useless without delivery. That needs skill & experience. I've been Mayor of half our region for the past four years. I stand on my proven track record of delivery. We've smashed every target, created thousands of green jobs, built affordable homes, and won praise for our groundbreaking child poverty prevention programme.

This manifesto contains no vague promises or empty headed slogans. Every policy is based on evidence, and backed by a plan for delivery.

Can we really achieve full employment, a green economy that reduces inequality, and a world-class transport system? Yes we can - and after 13 years of Tory government, we need to. Shy bairns get nowt!



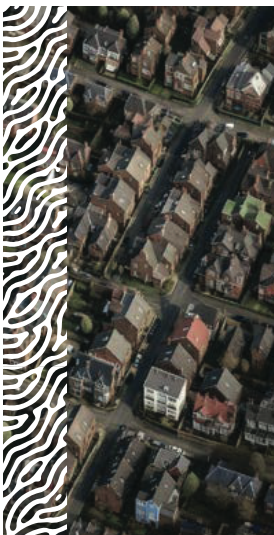
TOTAL TRANSPORT NETWORK

- Fully Integrated Public Transport - one multi-modal ticket
- Take buses under public control
- Free travel for under 18's - lower fares for all
- New rail routes in Durham, Wearside, Tyneside and Northumberland
- Public bike hire, safe bike parking, and a mega car club



FULL EMPLOYMENT

- Create thousands of jobs with £billions of ethical finance
- More worker & community owned businesses
- Lifelong training opportunities that tackle gender, race, age, and disability inequality
- Good Work Pledge - every job to trade union standards
- A bright start - tackle child poverty and school exclusions



GREEN NEW DEAL

- Direct action to lower emissions - net-zero North East England
- Regulate private landlords and retrofit homes
- Build a richer cultural life with local festivals
- Give communities power and increase community hubs
- Put wellbeing ahead of GDP



Powers of the North East Mayor

In May 2019 I was elected Mayor of the North of Tyne, covering Newcastle, North Tyneside and Northumberland.

I currently control:

<p>£20m investment fund to create jobs and improve the region a year</p>	+	<p>£25m adult education budget to train people over 18 a year</p>	+	<p>£24m brownfield housing fund</p>
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I've used this to:

<p>create a pipeline of 5,049 jobs and counting, against a government target of 1,333</p>		
	<p>increase course enrolments 32,769 a year from 21,885 a year</p>	
<p>run a child poverty prevention programme in 90 schools</p>		<p>build affordable and low carbon homes</p>

I have the power to raise a precept on the council tax, but have not done so. Our people can't afford it.

Instead I've levered in:

£292m in private investment to create jobs

+

£9m already this year from government to run free skills training courses

As North of Tyne Mayor I do not control the transport system. That is mainly in the hands of central government and private providers. The Tyne & Wear Metro is under local public control, but is heavily dependent on government for funding, with little future certainty.

That's why in February 2020 I went to the Treasury and argued our case to get transport devolved. I succeeded, and in March 2020 Government announced that the North East could have transport – and billions of funding – if we came together as one, united Mayoral Combined Authority.

Initially Government wanted to raise our annual investment fund to £35 million. The Tories have massively cut our public services, and austerity has not let up. This was our chance to get some money back for the North East. So I said £35 million wasn't enough. After dozens of meetings with different ministers, and poring over details with Treasury officials, they agreed to give us the highest devolution settlement in the country, despite having a lower population.



Region	Population	Annual Investment Fund
North East	2.0 million	£48m
East Midlands	2.2 million	£38m
West Yorkshire	2.3 million	£38m
Greater Manchester	2.8 million	£30m
West Midlands	2.9 million	£36.5m

In May 2024 the North of Tyne will be incorporated into the new, expanded North East Combined Authority. In addition to the £48 million investment fund, the adult education budget and brownfield housing funds will be increased.

But crucially we get:

£410m

for transport capital investment from 2024 to 2027

+

£164m

for bus improvement over three years from 2023 to 2026

+

New transport funding

will be renegotiated on an ongoing 5-year cycle

Initially government insisted that we take our existing Metro funding out of our new settlement. Over summer 2022 I argued the case with Transport and Treasury ministers, and eventually they agreed to give us the Metro funding separately. Shy bairns get nowt!

None of the new money or powers comes from our existing councils. It all comes from central government. If we had not negotiated this deal, we would still not have got an extra penny for our cash-strapped local authorities. It was not an either-or. It is all new money.

The two police and crime commissioners, for Durham Constabulary and Northumbria Police, will continue to exist and will be unaffected by the new devolution deal. We will still have two elected Police and Crime Commissioners. Likewise our fire and rescue services are not part of this deal.



“ I’ll make sure every town and every village in Durham and Northumberland will be part of the Total Transport Network from day 1 ”





I have been North of Tyne Mayor since 2019 and am four years into my five year term. Despite the pandemic, I've already delivered on 92% of my manifesto pledges, including my promise to bring the region together into one single Mayoral Combined Authority.

I left school at 16, and returned to education as a mature student, gaining a degree in Engineering at Northumbria University. I went on to run my own business as a software developer. When my wife and I had kids, I wound back my business and became the main carer for our children - and loved (almost) every minute of it!

About

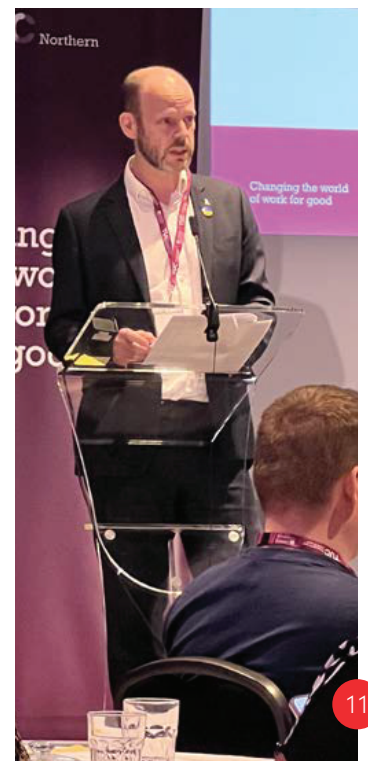
JAMIE DRISCOLL





I was a member of Tyne & Wear Anti-Fascist Association, and an active campaigner against racism and fascism. I am a black belt in jiu jitsu. My commitment to the climate emergency prompted me to give up owning a car, I now cycle and use public transport – which raises a smile when I turn up at mayoral events on my bike, wearing a suit and tie! I am a White Ribbon Ambassador, the campaign to stop men’s violence against women and girls.

I live in Gosforth with my wife Caroline, who’s a GP in Gateshead, who I’m still head over heels in love with after 28 years together, and my two sons, who are studying GCSEs and A-levels. My whole family are Labour Party members.



TOTAL TRANSPORT NETWORK





Thomas Edison famously said, "We will make electricity so cheap that only the rich will burn candles."

Well I'm saying,

we will make public transport so fast, so reliable and so comprehensive that people will choose to leave their cars behind.

I will make public transport faster, more reliable, and more comprehensive. I'll make sure the whole fleet is upgraded and easier to use for disabled people; stations too. Everyone from 8 to 80 should feel safe on public transport. This will mean having guards on trains. I'll take a firm line on anti-social behaviour and ban repeat offenders.



The North East invented powered public transport. The Rocket and Locomotion¹ were built at the Forth Street works by the Tyne. Yet since deregulation in October 1986 our transport system has declined and fewer people use it. It's time to turn this around and build a transport system to be proud of.

In the North East, our two million people spend £3 billion a year on private transport – most of it on owning and running cars. On average that's £1500 a year for every man, woman and child. 96.4% of our cars are still fossil fuelled.

We have 861,000 cars in the North East and 186,000 households own two cars. If you can get to work or to college easily; if you can get your goods delivered, if you can go on a night out without needing a car – why would you own two?

I've been a public transport policy geek since I wrote a dissertation on an environmentally friendly, fully integrated public transport system back in 1993, as part of my degree. As Mayor I represent our region on Transport for North. I've shaped our North East Transport plan. And I've had dozens of meetings with transport ministers to get us this new funding. So when I say we can build a low-carbon transport system that is so good that thousands of people will voluntarily give up owning cars,

I'm confident we can do it. Here's how:



Fully Integrated Public Transport - one multi-modal ticket

Instead of separate bus companies, the Metro and the rail operators all running as separate systems, we'll integrate into one Total Network. A transponder on every vehicle will allow passengers real time information so it's super easy to plan a journey that books you a secure cycle pod at your local station, sorts your ticket on the train, and gets you on your bus at the other end. All paying just one fare.

Wherever cross ticketing has been implemented passenger numbers have increased by up to 40%, bringing in more money, and supporting more services.

I'll implement a series of junction improvements so buses can zip past traffic hotspots. Every bus full of passengers takes 50 cars off the road, meaning less congestion for everyone. We'll incentivise park and ride facilities, and make them more bad weather friendly.

In rural areas across County Durham and Northumberland we'll have demand responsive transport. This effectively 'summons' a small bus that can change its route to swing by your village or estate so everyone can access the transport network.

With access to real time data about people's full journeys, we can continuously improve routes and timetables.



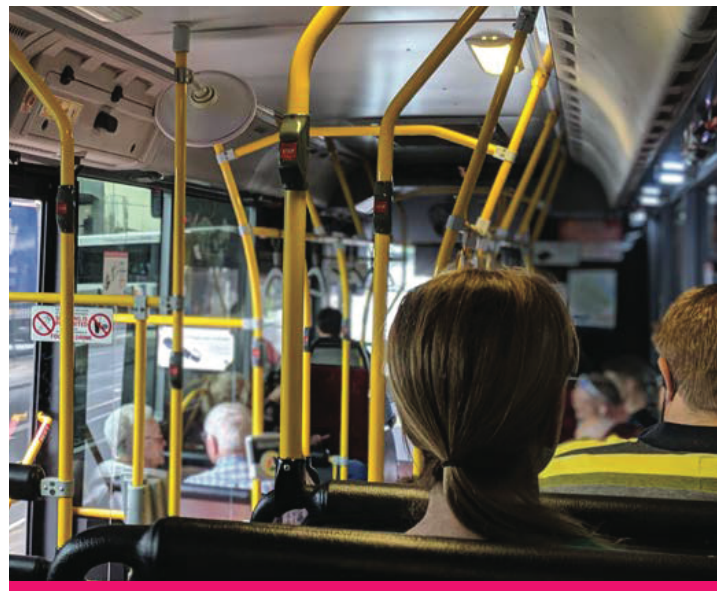
Take buses under public control

We finally have the powers to franchise the buses. It's a legal process that takes some years, and I'll weigh the evidence as part of the process. In effect it means the Mayoral Transport Authority will specify timetables, routes and fares. But it does mean paying a bus company to run the bus, so we must increase passenger numbers.

Bus improvements on the road, including smart traffic signals that prioritise buses, and smart phone ticketing will speed journeys up, so buses are almost as quick as cars – and without the need to park.

Private bus companies like to cherry pick the most profitable routes and times. Bringing all the buses into one system means we can cross-subsidise routes, giving them time to build up their passenger numbers. As more destinations are part of the network, passenger numbers increase further, making previously uneconomic routes viable. This can only be done by bringing the buses into public control.

In time I would like to create a community and worker owned bus company, so we don't face privatisation by a future Tory government that could deregulate buses and undo all our good work.



Free travel for under 18's and lower fares for all

As we implement the Total Transport Network, we'll have more passengers and more income. So we can sustainably make transport free for under 18s. This directly tackles child poverty. It sets good habits for the future, too. Walking a few hundred metres to a bus or Metro stop makes a difference to health over the years, compared to just jumping in the car.

The Total Transport Network will give everyone the option of signing up for a flexi season ticket, using either a smart phone or a pop card. It will track how much you've spent over time, and once you hit a certain amount in a year, you'll get free travel the rest of the year. This will incentivise people to switch to public transport, without having to pay a large amount up front.

As part of the Total Transport Network, we can offer tailored discounts, or free travel, on an individual basis. So volunteers can get free travel when volunteering, apprentices can get to college. We can work with the NHS to help people get to appointments via on-demand transport.

I will lobby to get Salary Sacrifice extended. At the moment you can get a bike or electric car on salary sacrifice, but not public transport. The advantage is that your employer takes the cost of a season ticket out of your wages, but you save the income tax and national insurance costs, so it's typically 32% cheaper. Public and private employers could also offer discounts as a perk for employees, boosting recruitment and retention, and meeting their net-zero commitments.

We're already offering reduced fares across the North East, using the bus money that we negotiated from government. This is time limited however, so we do need to increase public transport use.



New rail routes in Durham, Wearside, Tyneside and Northumberland

We'll open new routes, a mix of network rail, light rail and tram, and integrate them into the Total Transport Network, so joint ticketing will apply.

We're already opening the Northumberland line from Ashington to Newcastle. The North of Tyne is developing the housing and industry along this route, which was a key part of the economic case that persuaded the government to cough up the cash.

I will extend the Metro from South Hylton, through Washington, past Follingsbury, to rejoin the Metro near Pelaw.

I've already been working on reopening the Leamside Line, from Ferry Hill to Gateshead, along with others. I successfully lobbied to have it included in the Northern Powerhouse Rail project, which Labour has now committed to funding.

I'm already working with pension funds to lever in £billions of investment to build the homes and industrial sites along the route that will accelerate this business case to get it built sooner.

I also want to connect Cobalt Park and Silverlink to the Metro at Northumberland Park and Percy Main. We need to find a way to get Ponteland connected with the Airport Metro station. I want to connect Team Valley, a major employment site, to the network. And I want to get a mass transit solution for the West End of Newcastle. In practice, the best option might be a superbus network.

In Northumberland, I want more services to stop at the smaller stations, which will mean building some passing loops to increase capacity north of Newcastle.



Public bike hire, safe bike parking, and a mega car club

Walking, wheeling and cycling are regular modes of travel for many of us. But many are put off because of bike theft, road safety fears, and poor integration with public transport.

I'll support our local authorities to roll out more and better walking and cycling routes that stay off the roads and avoid dangerous crossings – and there is much good work to build on. I'll support more initiatives to help kids walk or cycle safely to school, like the great success we've seen at Hotspur Primary in Heaton.

I'll establish a bike hire network at key public transport interchanges and secure cycle locker parking across the network. Bike theft is a major reason people don't cycle. If someone has their bike stolen they are 25% more likely to give up cycling.

I'll create a car club network so everyone can hire a car at short notice, by the hour. My preference is to support the expansion of existing car clubs that exist so their coverage becomes near universal. Hire starts from £5 an hour.

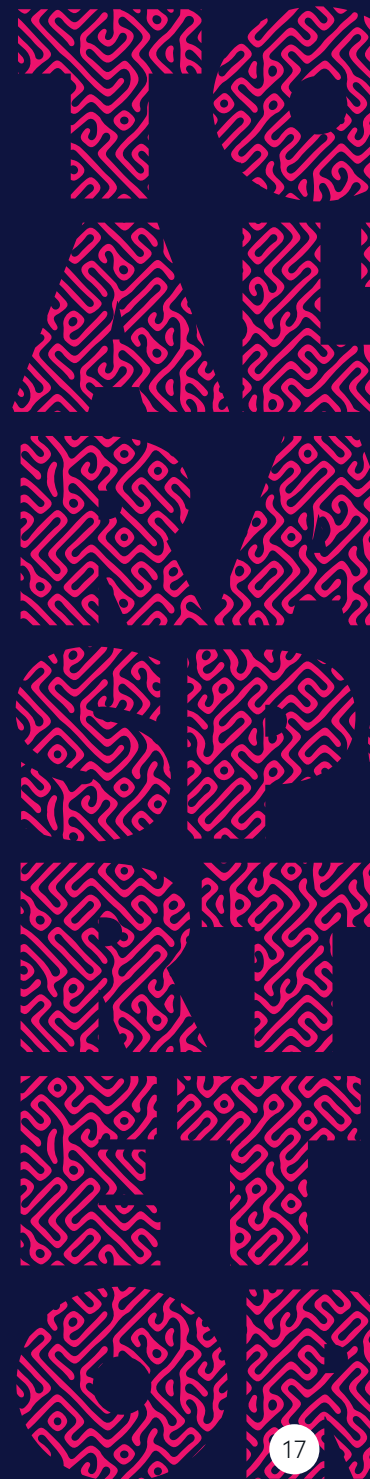
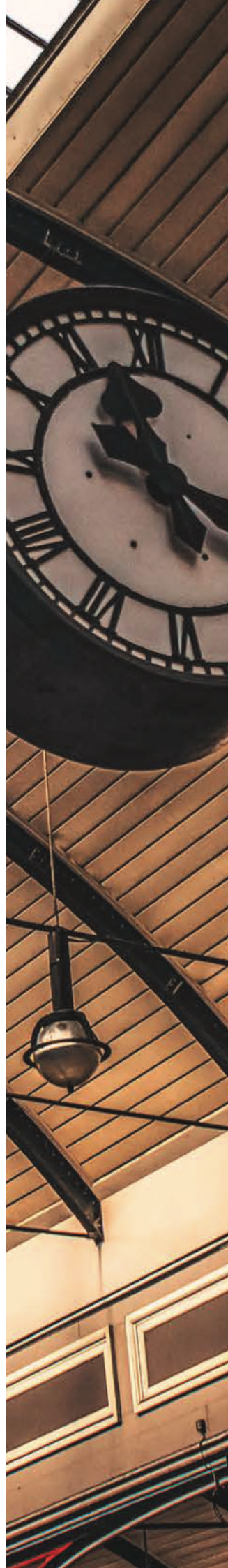
Once people have the security that walking, cycling and public transport can meet 90% of their transport needs, and they can hire a car at short notice for low cost, many really will choose to save the £thousands a year it costs to own and run a car. That improves health, our economy, and our environment. And leaves us with more money in our pockets.



Under my leadership every town and every village in County Durham will be part of the Total Transport Network from the first day it's set up.

Durham joined the devolution deal late, after the LibDem led coalition explored a county devolution deal. Durham will benefit in the next capital funding round, and immediately from the bus improvement money. Durham will be a major beneficiary from reopening the Leamside Line. Under my leadership Durham's transport will fully integrate with the rest of the North East without any delay.

If Durham had struck a county deal instead of joining the North East, there would be no transport money now or later, just as there isn't in Cornwall or North Yorkshire's county deals.





FULL EMPLOYMENT



If everyone has a secure, well-paid job, it would transform our region.

Parents will no longer have to raise their kids in poverty. Crime will fall. Health inequalities will close. And with more money in their pockets, we'll enjoy a more vibrant cultural scene across our great region.



Full employment used to be a core policy of the Labour movement. There are currently 68,725 people unemployed in the North East, and many more economically inactive. And 25% of all those in employment are in insecure, zero-hours, or temporary work, including bogus self-employment.

Full employment means a secure, well-paid job for everyone who wants one. That means more job creation, more access to training for workers, and a better transport system so people can access the jobs wherever they live.

We must offer everyone the training and support to land these jobs and keep them, regardless of their needs or disadvantage. And these jobs must pay fair wages with trade union standard terms and conditions. Of course not everyone can work, and our benefits system also needs to stop people living in poverty. That needs change in central government.

There will inevitably be what economists call frictional unemployment - where people are between jobs for a month or two, or after leaving education. But we can eliminate mismatch unemployment - that's where there are jobs available, but people's skills or life circumstances don't match what employers need. Better transport will help - I know of young people in Blyth who had to turn down jobs in Team Valley because public transport couldn't get them there.

As North of Tyne Mayor I have one major target from Government: create 10,000 jobs over 30 years. So after four years as Mayor, I should have a jobs pipeline of 1,333. The actual number is 5,049 direct, full-time equivalent jobs. Plus another 3,277 safeguarded by careful support through the pandemic. That's half the 30 year target in just 4 years. If that's not economic competence, I don't know what is.

Last year the North East was the number one region in the country for job creation from inward investment. We beat London and Manchester - but you won't have heard that in the national press. I'm confident that I can deliver full employment. This is the only way we can eradicate long-term pockets of poverty and deprivation.



More worker & community owned businesses

Our £12 million social finance fund comes on line later this year. It will fund the creation of co-ops and worker owned businesses by providing patient capital.

Too often a local firm is sold when the owner wants to retire. It gets bought by big business, and after a few years, they take the customers, the intellectual property, and then close their North East operations. We're making the money available for worker buy-outs, along with legal and financial advice.

We've funded Educo - a cooperative teachers' supply agency set up by members of the NEU, NASUWT, and Unison. Many supply teachers and teaching assistants are zero-hours workers, who get no pension, no professional development (CPD) and the agencies take a huge slice of their earnings. Educo takes that top-sliced profit and pays the teachers' pensions and CPD.

I know it sounds like we've got funds coming out of our ears, but they work. Global finance has extracted wealth from regions like ours and laundered it through tax havens. It's time we used these tools for the good of working people.

We're also using the power of public procurement to help local firms win public sector work. At the North of Tyne the vast majority of our spend goes to local firms. I'll expand this and work with the whole public sector to support local supply chains.



Lifelong training opportunities that tackle inequality in gender, race, age, and disability

I run Mayoral Equalities assemblies where I personally hear from people's lived experience to understand their real barriers to employment.

Lack of skills and experience is a massive barrier to equality in the workforce. Our courses are fixing this - real results to close the inequality gaps and actually help people. We run free, flexible training courses that work around people's caring commitments and existing work patterns, in skills like HGV driving, construction, computer administration and welding.

Create thousands of jobs with £billions of ethical finance

As Mayor I've already set up our £50 million Venture North fund to provide ethical venture capital for North East businesses to grow in green energy, digital, health technology, and advanced manufacturing. Instead of our innovators leaving the region, they'll grow their businesses here, and keep money and jobs in the region. The profits will return to the Combined Authority. This is Community Wealth Building on steroids.

I will expand this fund to £500 million, leveraging in pension fund investment, which will create 14,000 new jobs in homegrown industries. And once the markets have calmed down, and local businesses have recovered from the pandemic, we'll progress setting up the cooperatively owned People's Bank.

We've negotiated £80 million from government over the next five years. This will create jobs in and around Blyth, along the Tyne, at IAMP near Nissan, and in NETPark near Sedgfield.

I'll boost our inward investment team - already one of Britain's most successful - to actively pursue investment here, building on the 8 big tech companies we've landed here already. Investors gain confidence when they can speak to a Mayor who understands their business and help them grow.

And we have specific industrial strategy programmes for the rural economy, manufacturing, digital, offshore renewables, culture and creative, hospitality and tourism, healthy ageing, decarbonisation and specialist support for local microbusinesses.

These funds lever in 15 to 20 times the initial investment. I'll scale these up and hit the ground running so Gateshead, South Tyneside, Sunderland and Durham all benefit.

This approach is proven to work.

We provide 1-on-1 coaching for people with increased needs, such as neurodiversity, or carers.

- 57% of those completing our courses are women
- 45% are non-white
- 21% self-identify as disabled or neurodiverse

I'm lobbying to devolve the Job Centre Plus. Our links with businesses will get better results, and we treat people with dignity, rather than the harsh sanctions regime.

Under my leadership we've increased course enrolments from 21,885 to 32,769 a year, with a 96% completion rate. I'll deliver a similar increase across the North East.



Good Work Pledge - every job to trade union standards

The jobs we create are backed by our Good Work Pledge. Good employers know that looking after their workers boosts productivity. Full accreditation requires:

- paying the Real Living Wage
- shunning exploitative practices like fire & rehire and zero-hours contracts
- providing in-job training to turn jobs into careers
- recognising trade unions
- building a diverse workforce

Over 50,000 workers are now covered by the Good Work Pledge in the North East.

I directly fund the trade union movement to deliver the Union Learn Project, which organises trade union reps in workplaces to help low-paid workers access training. Next, I will fund a project for trade unions to go into schools, and explain the value of good work and the role of trade unions. Unionised workplaces are more productive, safer, and have lower staff turnover than ununionised workplaces.



A bright start - tackle child poverty and school exclusions

School should be the foundation of a successful career. But our child poverty rate is horrendous. The medium-term solution is getting more money in parents' pockets through higher wages. But this is urgent. Which is why I've been funding our Child Poverty Prevention programme in 90 schools – hailed as a model of best practice. It directly tackles school uniform poverty, kids being priced out of after school activity, and gives discreet welfare rights advice to families, in one case netting them £11,000 in backdated benefits for their disabled son they didn't realise they were entitled to.

The North East has twice the national rate of kids permanently excluded from school. Often by academy chains to make their stats look better. I know of kids being taxied across Northumberland for three days a week, and no one knows where they are on Thursday and Friday. This is stunting their education and curtailing their futures before they've even left school. We need to provide proper alternative provision, so kids stop falling through the gaps.

Devolution of the careers service will enable us to link skills courses, employment opportunities, local businesses and the public sector to give young people a pathway into work that works for everyone. I want to extend this to lifelong support – let's face it, technology is moving faster than ever, and many people need advice and support as adults.





GREEN NEW DEAL



If you don't realise the climate emergency is bearing down on us like a juggernaut, you haven't been paying attention.

I declared a climate emergency on my first day in office.

But if you don't know how you're going to feed your children, the climate emergency is not going to be top of your priorities. We must have a Just Transition that brings a fairer economy as well as a greener one.

GREEN

NEW

NEW

WORLD

WORLD

In the past four years I've established a Green New Deal fund, installing renewables and reducing emissions.

Challenge North Tyne supports local firms to develop climate friendly innovations. HITS (Hospitality Industry Tourism Supply chain) promotes local tourism and helps local suppliers succeed against multi-nationals. TIGGOR (great name - Technology, Innovation and Green Growth for Offshore Renewables) is creating world-leading industries here. Advanced Circular Economy (ACE) creates high-tech research into low-carbon cleaning and domestic products. Together these are already creating thousands of green jobs. I'll scale them up - they work!

Our Brownfield housing fund has built affordable homes to high eco-standards. And I've refused developments that did not include affordable homes - like the Strawberry Place development next to St James Park.

A Green New Deal means a Just Transition to a more egalitarian world. It means better social and cultural life, and stronger community voices in decision making. Putting wellbeing first will make the North East wealthier, more sustainable, and a more attractive place to live.



Direct action to lower emissions - net-zero North East England

There's a huge amount of greenwash and vacuous promises in British politics. But our Green New Deal fund is real, and operational, and our green industrial programmes have created thousands of jobs. I'll scale them up and create thousands more.

I co-founded and co-chair Net Zero North East England – which brings industry, public and community organisations together to take evidence-based actions to reduce emissions now. The team that support this are employed by the North of Tyne Combined Authority.

I've funded the planting of forests in the North East to offset our remaining emissions. This also increases biodiversity. This year you'll see a scheme for the general public to offset by supporting projects right here in the North East, verified to the highest standards, that also create jobs here.



Regulate private landlords and retrofit homes

I'm negotiating with government right now to get powers to regulate private landlords. Some are good – many aren't. With these powers I will be able to improve tenants' rights and accommodation. Including requiring landlords to have high Energy Performance Certificates – making homes warmer, bills lower, and kick-starting our retrofit industry. If landlords need funding, I'll lend them it – like a mortgage.

I'll establish a publicly owned company to buy up empty properties and rent them out to social housing standards. I'll continue to support community land trusts to develop community and cooperative housing.



Build a richer cultural life with local festivals

I'll fund local sport, arts, and community festivals. Everything from a Festival of Football around Euro 28 to a North East Improv festival. We'll make our region a more vibrant place to live, and create the year-round jobs that go with home-grown events.

I'll create more jobs in writing by attracting national publishing houses here, in partnership with New Writing North – so we become a hub of creative industries. And I'll continue to turbocharge our growing film industry – which will create thousands of jobs here, especially in the new film studios in Sunderland.



Give communities power and increase community hubs

I gave our residents a direct say in our climate policy with the first ever citizens assembly run by a Combined Authority. A representative selection of our citizens got to hear evidence and weight decisions over 30 hours – and I accepted their recommendations. I'll run a Citizens Assembly on transport as soon as I'm selected as Labour candidate.

I'll increase our existing Community Hubs programme – which funds youth and community projects and buildings. These have been phenomenally successful – I'll roll out more, especially in towns and villages that have seen facilities close, like the Durham coalfield.

I directly fund community projects – and let communities decide their own priorities. Existing projects range from community gardens in Shieldfield, bee keeping on the Meadow Well, beach wheelchairs in Cullercoats, planting trees and flowers in back lanes, and tackling food poverty with community bakeries. I'll make this available to every community in the North East.



Put wellbeing and equality ahead of GDP

The North of Tyne is the only Combined Authority that has implemented a wellbeing framework. All of our policies and process are measured against long-term outcomes that are good for our people, instead of clumsy measures like GDP, which conceal health and wealth inequality.

It measures things like real income, having good quality homes in safe communities, having access to greenspaces, and having a voice in the decisions that affect us. I'd extend this to the whole region.

Wales introduced the Wellbeing of Future Generations Act. I'd appoint a Future Generations Commissioner to champion long-term thinking in decision making, and convene our region to support this.

I'd also convene a Tolerance and Diversity commission. This will not seek to supplant existing initiatives, but instead give a voice in decision making. It will include representatives from communities, and the voluntary, public and business sectors to ensure real progress is made. This will cover all forms of racism, hate and oppression.





GREEN

NEW

WORK

WELL

BEING

What matters above all else is that we elect a Mayor who can *actually deliver* for the people of the North East.

I've given you bucketloads of evidence that I already have. Inevitably, though, people want to know: what do you believe?

So these are policies I support, but can't promise to deliver because they are central government matters. That said, I do lobby for them.



I support:

A fully public NHS.

Roll back the creeping privatisation that extracts profit.

Wealth Tax.

Huge concentrations of wealth damage our society and hamper our economy. An annual tax of say 1% of all assets above £2 million would raise enough money to end poverty, provide free tuition, and end all NHS waiting lists.

Common ownership of utilities.

Including rail, mail, power and water. In our region alone, an American billionaire makes £135 million profit a year from Powergrid, and a Hong Kong billionaire makes around £200 million a year from Northumbrian Water. That money should stay here.

Universal Basic Income.

As artificial intelligence and self-driving vehicles develop, we face a choice. Do we let the rich get richer, or do we give everyone the financial stability to retrain, re-educate, and contribute in other ways?

Proportional Representation.

And federalism. Britain's first past the post system is dysfunctional, and far too much power is centralised in Westminster and Whitehall.

Repeal of repressive Trade Union laws.

Not just this year's Minimum Service Levels legislation, but all the anti-union laws of recent decades.

Repeal of oppressive anti-freedom laws.

The right to protest has now been redefined in the UK as a privilege that exists at the discretion of the police. And Prevent is not having its claimed effect, but engenders racism and discrimination.

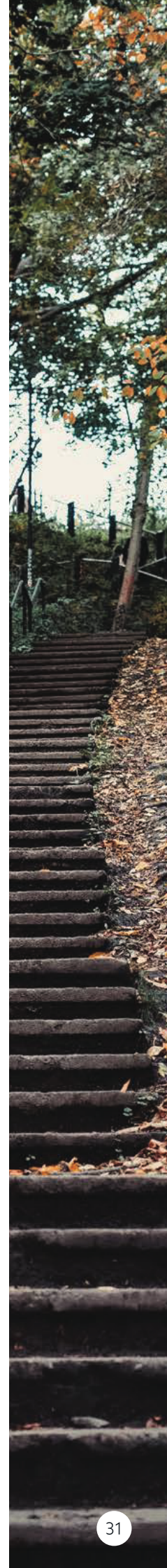
Free tuition.

Education is an investment in society. Tuition fees – and the outrageous interest rates on them – are saddling young people with decades of debt. Poorer families are paying more than affluent ones.

Regulation of the media.

Full implementation of the Leveson recommendations. The billionaire press is no friend of the Labour movement, and undermines our collective future.

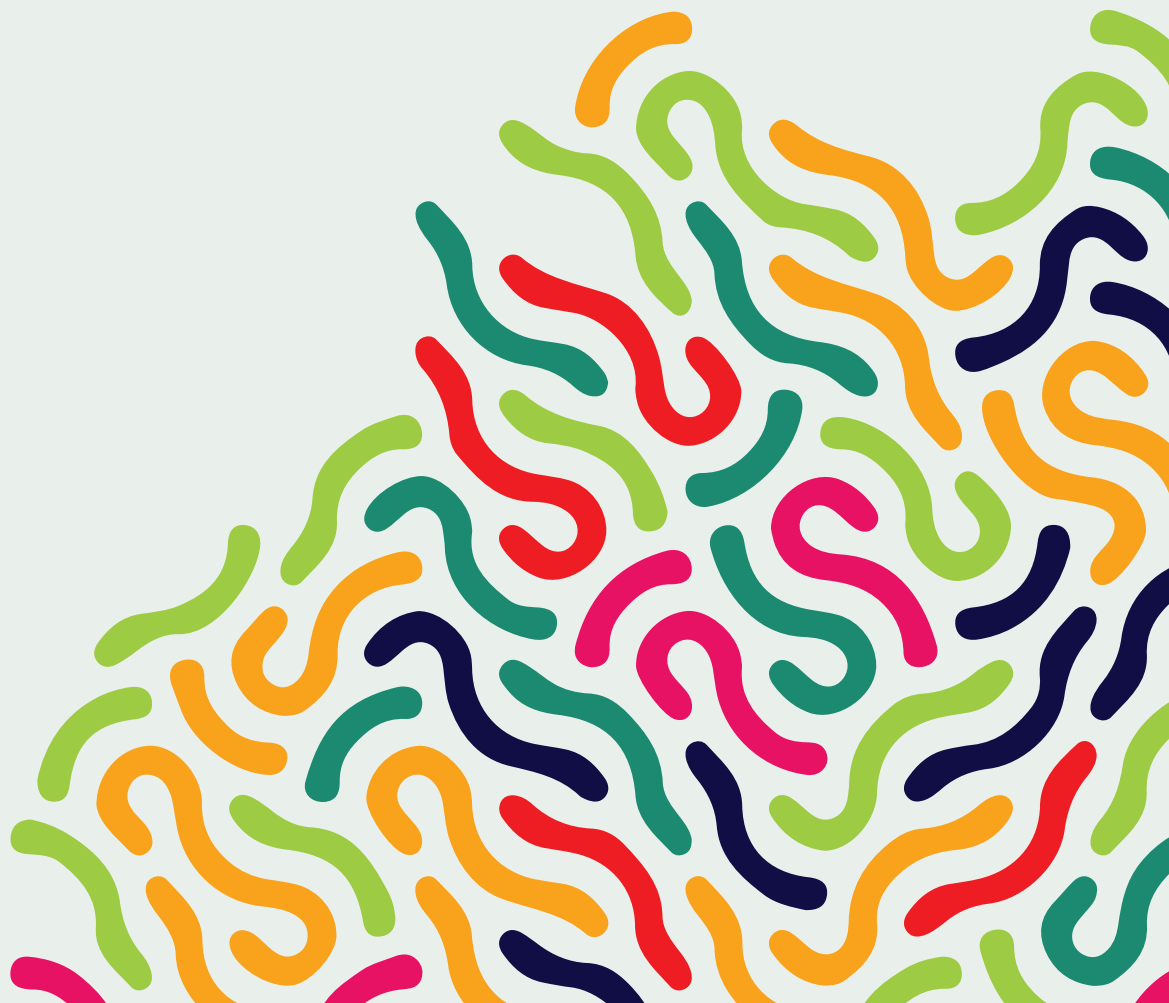
I'm also a **White Ribbon Ambassador**, and have made the North of Tyne a White Ribbon organisation. This is the campaign to get men to take a stand against other men who use, excuse, or remain silent about men's violence against women.



Manifesto 2024

addendum

The original draft of this manifesto was written in April 2023, to give people the maximum visibility of my vision for the North East. Since then, I have published many additional details. This addendum collates them all in one place.





Transport

Direct political oversight of the Combined Authority's transport functions will come from me as the Mayor, working closely with the officers.

The primary objective of the Total Transport Network is to achieve modal shift to sustainable transport, seeing Mobility as a Service (MaaS). This boosts public health, reduces emissions, reduces inequality, and in the long term, reduces traffic for everyone.

Maximising uptake of a Total Transport Network account is a key component. With all the information and payment options in one place, accessible via a variety of devices, the ease of use will make travel easier for our people. This will require a comprehensive IT system. We will specify this early in the term, and begin its implementation. A non-digital option to travel will always remain, though inevitably without all the features of the digital TTN account.

At the time of writing, the legal framework suggests bus franchising may be the best way to deliver the objectives of the Total Transport Network. I will of course weigh the evidence in the light of the prevailing legal framework at the time.

Legislation on Key Routes is a live topic. I will pursue all avenues and use all powers to prioritise public transport and active travel. This includes remodelling key road junctions, and other key aspects of the road network.

Engagement over low-traffic neighbourhoods has proven controversial. I will make use of citizens' assemblies and similar methods of deliberative democracy to engage directly with the public and take their counsel. This will be funded from the transport budget.

The Total Transport Network map in this addendum indicates where we will extend mass transit routes. Please note, these will take time and additional funding, and will not be operational within one term office. But we must plan for the future, and get on with laying the foundations for long term success.

Integrating parking into the TTN payment system will also increase take-up, and greater incentivise modal shift to sustainable transport. The Combined Authority will work to integrate all public and private car park operators into the system.

Once the Total Transport Network is operational, I will make public transport free for anyone under-19 or in full time education. They (or their parents / guardians) will need to register for a TTN account to take advantage of this 100% discount. This free travel will be conditional on complying with the terms of carriage. In short, anyone who engages in anti-social behaviour will not get discounted travel, in addition to whatever other sanctions may apply.

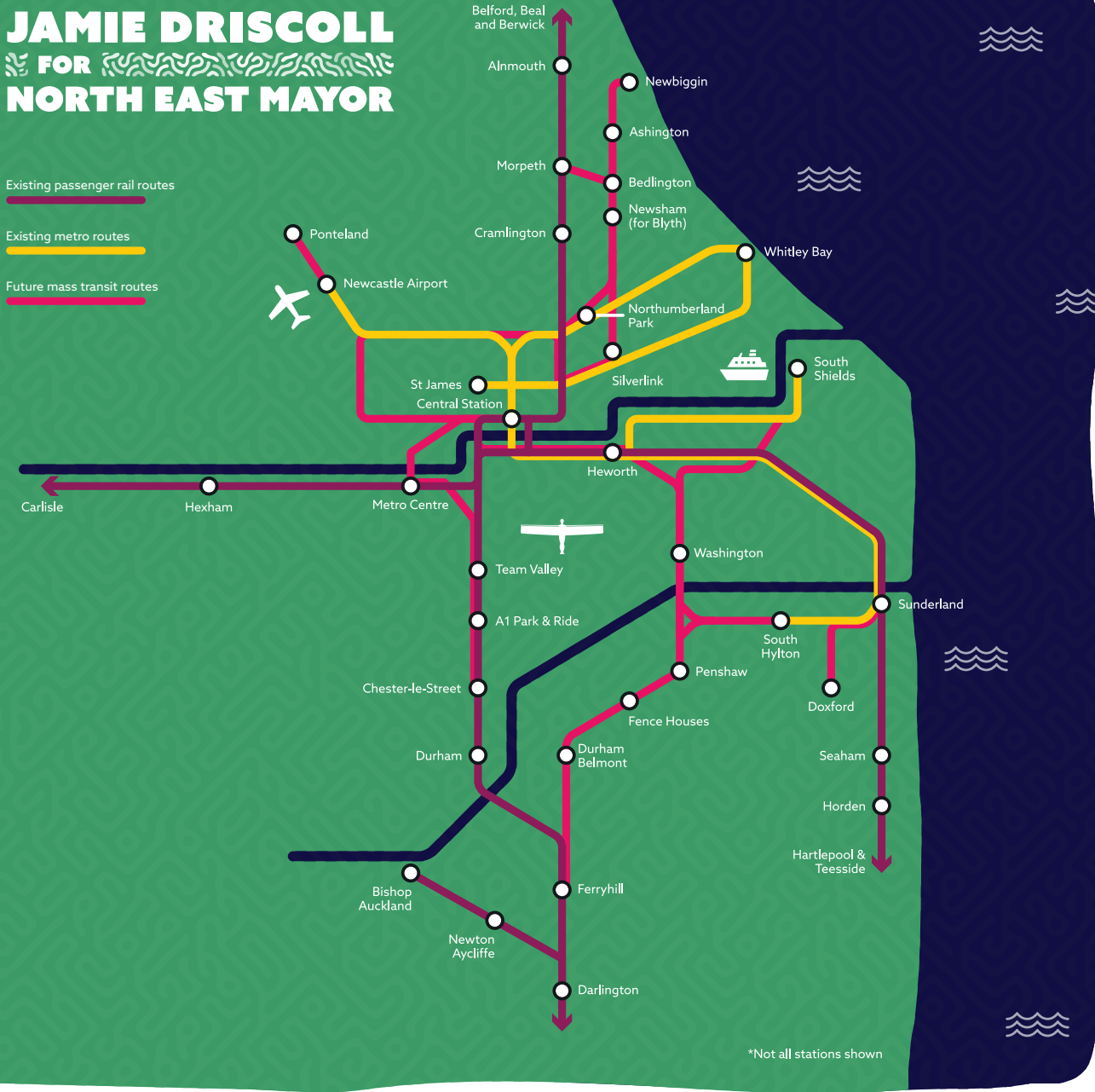
Total Transport Network Map

JAMIE DRISCOLL FOR NORTH EAST MAYOR

Existing passenger rail routes

Existing metro routes

Future mass transit routes





Full Employment

I will create a Growth Company with the objective of boosting high-quality employment in the North East. It will have two clear approaches. One, to actively market the region and attract ethical inward investment. Two, to increase the number of investable propositions from within the region. Both objectives will likely involve the development of attractive sites, skills training and access to finance, including the programmes already outlined in this manifesto. Our regional inward investment teams are currently fragmented – we will grow the overall success so everybody benefits, and not compete internally within the region. No part of the North East will be left behind.

Any project funded via the Combined Authority must pay at least the Real Living Wage to every employee involved. This includes all public procurement from any project that contains Combined Authority funding.

I will expand the existing North of Tyne school improvement programme across the region, including climate education, and fund it with £10 million over the four year term. This will include the commitments made to careers services. Combined, these programmes will be known as Bright Start.

Green New Deal

Our Full Employment and Total Transport Network projects will all aim at rapidly reducing emissions. There will be no support for fossil fuel extraction industries.

Net Zero North East England will continue to be supported from the Combined Authority. We will continue to implement the recommendations of the North of Tyne Citizens Assembly on Climate Change.

I will fund a Youth Voice programme. Right across the North East, including the towns and villages away from the city centres. This will be a network of arts and youth practitioners, and support for existing local groups. This will have at least £10 million over four years, if necessary from the core Investment Fund. We will also explore other funding avenues, including Big Lottery and Arts Council Funding, and whatever succeeds the current Shared Prosperity Fund.

I want our young people to tell their stories. To be proud of their home town. It might be acting, or spoken word. It could be painting murals on public buildings. It could be singing, or African drumming. Feeling you have a voice changes your life. Engaging our young people in active citizenship will pay long term dividends.

I will continue to run, and expand, the Mayor's Fund and parallel funds, sometimes known as Crowdfund North of Tyne, to the tune of £10 million over four years.

Local newspapers are struggling, with circulations falling, and the news they print being increasingly pooled from central sources. Similar trends are being seen with cuts in broadcast journalism. Part of the Mayor's Fund programmes will support local citizen journalism, including funding courses or paid internships for people to work for these publications. It is important that the North East can tell its own story.

We will establish a Youth Combined Authority. As Mayor I will negotiate their remit with them, so they learn the political process. This will have a sizable budget and decision making support, so young people

will be able to choose what to spend it on. They will also have to be accountable to the media and a light-touch scrutiny board for their decisions. This will be about empowering young people from all backgrounds, and not simply an exercise for those with social capital to enhance their CVs.

Homes and Housing is part of the Green New Deal. Building on our Trailblazer, I will set up a Public Sector Land Commission with the aim of increasing the supply of land for housing and other socially useful projects. Strong social value priorities will underpin this work.

All Brownfield Housing Projects will be built to the highest environmental and energy efficiency standards. This includes planning for sustainable transport links.

We will provide support for our local authorities to make the most sustainable choices in all planning decisions, but this will depend on their engagement and participation. In particular, the design of new housing projects should prioritise sustainable transport options. This will involve coordination with the Mayor's Transport Plan.

Homes First is a proven strategy to help the most vulnerable. We will support our local authorities to develop a region wide strategy to help the homeless based on Homes First principles. This recognises that housing and homelessness are the statutory duties of local authorities and not the Combined Authority. They shall lead the project, we will assist with convening support.

We will dedicate a significant proportion of the £5 million Radical Prevention Fund to support victims of domestic abuse, including those with children. This will work with existing providers, both VCSE and statutory.

Subject to national planning policy, we will partner with communities and public bodies to develop renewable energy assets, such as Solar PV farms and wind farms, to generate a long-term return.



Operation of the Combined Authority

The people elect a Mayor to lead, not merely to preside. I have been a Combined Authority Mayor for five years, and have seen up close what works and what doesn't. The objective of the Combined Authority will always be to serve the people of the North East, and not any particular organisation or class of organisations.

Prior to the election of the North East Mayor, the North East Mayoral Combined Authority does not exist. The democratic mandate of the directly elected Mayor outweighs decisions made during interim governance arrangements. I may wish to revisit any decisions made, including non-legally binding appointments, budget allocations, and may decline to approve or support bodies or committees decided without the Mayor. The public would expect nothing less of their democratically elected Mayor, having not been allowed a vote on the creation of the Combined Authority.

The most recent budget from the Chancellor has left a huge black hole in the public finances over coming years. Both Labour and the Conservatives have said these cuts will fall on unprotected departments, including local government. Our councils will be stretched to breaking point. They will have little to no spare capacity. The Combined Authority will need to resource convening, policy development, engagement and communications, directly through the Mayor's office. I will use an amount equal to half of the total Mayoral Capacity Fund to augment the existing budget allocations in these areas.

In order to strengthen the regional identity of the North East, all projects with Combined Authority funding will be clearly badged as such, with all partners required to make this prominent in all communications.

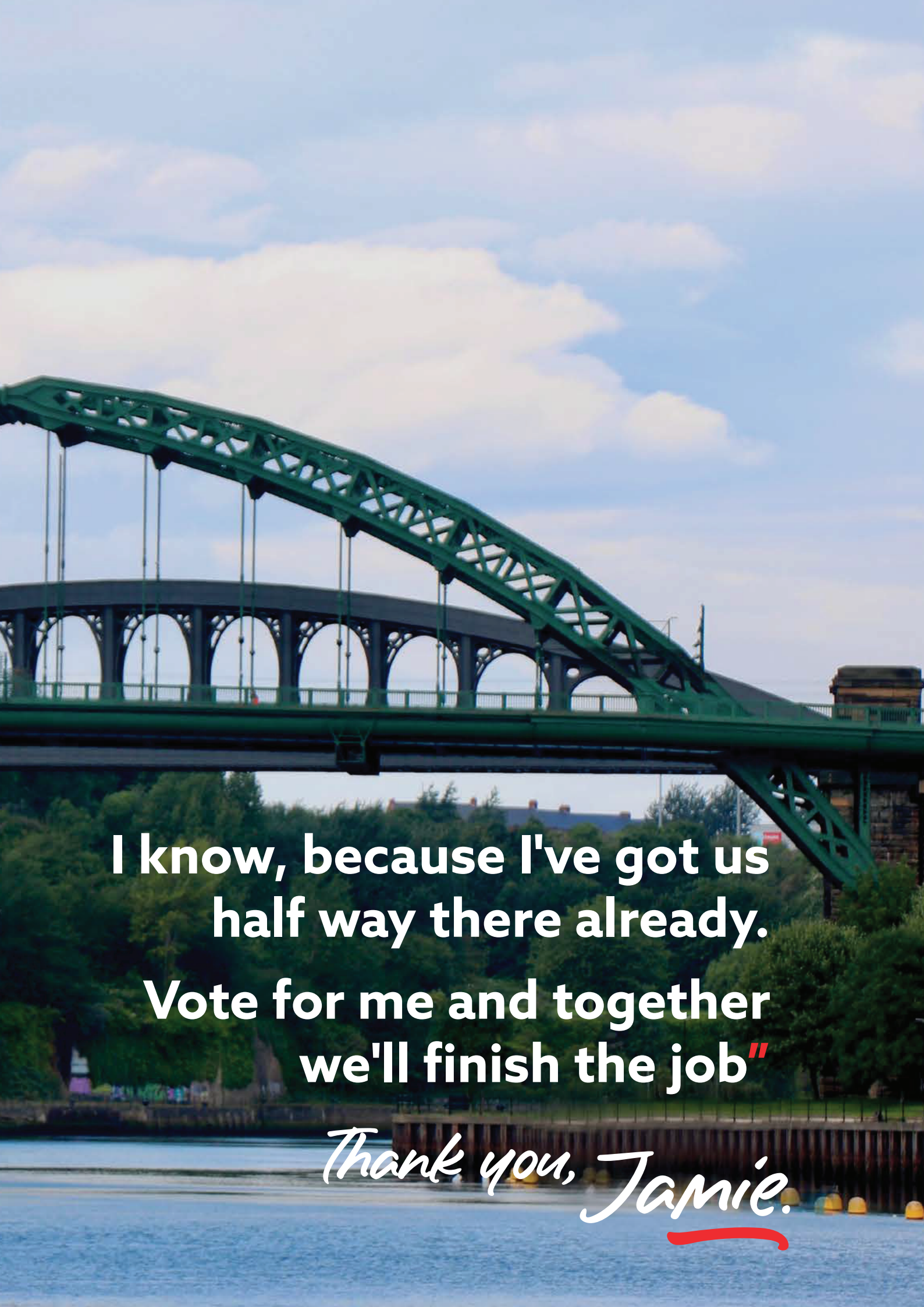
Evidence based policy will guide everything we do. We will resource a capable office of data analytics that meets the needs of the Mayor and the Combined Authority, via the core Investment Fund.

The Combined Authority will vigorously pursue the openings in our devolution and Trailblazer deals for further fiscal devolution, in line with my published proposals for Regional Wealth Generation.

// The North East can rise like a phoenix and be the beating heart of the green industrial revolution.

**JAMIE
DRISCOLL**



A photograph of a large green steel arch bridge spanning a river. The bridge has a prominent arch structure with a lattice of steel beams. Below the bridge, there are lush green trees and a cityscape in the distance. The sky is blue with scattered white clouds. The text is overlaid on the lower half of the image.

**I know, because I've got us
half way there already.
Vote for me and together
we'll finish the job"**

Thank you, Jamie.



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Printed and Promoted by Nicholas Arnold on behalf of Jamie Driscoll,
both at 12 Rothwell Road, Gosforth, Newcastle upon Tyne, NE3 1TY