

A REVIEW OF SADIQ KHAN'S THREE YEARS AS LONDON MAYOR



COST OF KHAN 3

AVOIDING RESPONSIBILITY

WASTING YOUR MONEY

FAILING TO DELIVER

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Executive Summary

When asked to provide his administration's biggest failing, Sadiq Khan told the London Assembly that he did not have one.¹ Judged on his record, we believe that Londoners would disagree. The Mayor has so far presided over an alarming hike in violent crime, lagging affordable housing targets, and a damaging down-turn in Transport for London's finances. As it stands, the legacy of Sadiq Khan's mayoralty will be defined by financial incompetence, a raft of broken promises, and a lack of delivery for Londoners.

Sadiq Khan's budget as Mayor of London has increased £2.6 billion since 2017/18 - an increase of 16.4 percent.² With a total budget now topping almost £18.5 billion, Sadiq Khan is one of the most powerful politicians in Europe. Yet the Mayor's performance to date leaves us with little confidence that he will deliver his manifesto promises to Londoners by the end of his term. We are concerned that the Mayor is underperforming in his key areas, which is having a significant and detrimental impact on the lives of Londoners and the future of our city. This report lays out just some of the areas where Sadiq Khan is falling short of his core responsibilities. We hope that he takes the opportunity, as a result of our report, to deliver more for Londoners in his last year in office.

¹ <https://www.london.gov.uk/moderngov/documents/b18375/Draft%20Minutes%20-%20Appendix%202%20-%20Questions%20to%20the%20Mayor%20Thursday%2021-Mar-2019%2010.00%20London%20Assembly%20Ma.pdf?T=9>, page 15.

² https://www.london.gov.uk/sites/default/files/final_consolidated_budget_2017-18.pdf and <https://www.london.gov.uk/sites/default/files/mayors-final-budget-2019-20.pdf>

Khan's Crime Record

Amongst other things, Sadiq Khan's mayoralty is due to be defined by an abject failure to tackle the steady rise in crime over the past few years, particularly violent crime. Earlier this month, the Mayor admitted on television that he "accepts full responsibility" for the knife crime crisis in London.³ However, Londoners wake up to yet more stories of violence and crime in our city, almost on a daily basis – a pattern that shows little sign of abating.

Latest crime statistics paint a damaging picture of Sadiq Khan's record. There has been a 24 percent increase in homicides since 2016 and the 2018 homicide figure (135) is the highest since 2008.⁴ Between 2015/16 and 2018/19, knife crime has increased by 52.3 percent, residential burglary has increased by 36.9 percent and robbery has increased by 59.3 percent.⁵ The figures speak for themselves.

Instead of demonstrating leadership on this issue, Sadiq Khan continues to adopt a 'not me guv' attitude. He has repeatedly blamed central Government for his failure to deal with rising crime and has pointed his finger even further afield with knife crime. Amongst other things, the Mayor has attempted to blame drill music, the middle classes and even boredom for the rise in knife crime.⁶ Sadiq Khan tries to avoid blame by stating that rising crime is a national problem, but Londoners expect the Mayor of London to do something rather than wring his hands helplessly and point fingers at other people.

We support tackling the causes of violent crime and welcome the introduction of the Violence Reduction Unit at City Hall; however, the Mayor has some way to go to demonstrate its effectiveness so far. It has come to light that the Unit will not cover the whole of London, showcasing an unambitious approach at best from Sadiq Khan.⁷ In light of the significant budget for policing at his disposal, we believe that he can, and should, be doing more to help keep Londoners safe.

As Mayor of London, Sadiq Khan is responsible for delivering policing services in London; therefore, he should be doing everything within his power to put as many police officers on our streets as possible. In February 2019, GLA Conservatives tabled a fully-costed amendment to the Mayor's budget to reallocate £82.7 million of spending within the existing GLA budget to fund an

³ <https://www.mirror.co.uk/tv/tv-news/sadiq-khan-says-accepts-full-14978154>

⁴ <https://www.met.police.uk/sd/stats-and-data/met/hate-crime-dashboard/>

⁵ <https://www.london.gov.uk/what-we-do/mayors-office-policing-and-crime-mopac/data-and-statistics/weapon-enabled-crime-dashboard> and <https://www.met.police.uk/sd/stats-and-data/met/crime-data-dashboard/>

⁶ <https://www.thesun.co.uk/news/8591156/sadiq-khan-has-tried-to-blame-drill-music-schools-and-the-middle-classes-for-knife-crime-crisis-instead-of-taking-responsibility-himself/> and <https://www.express.co.uk/news/uk/997135/London-crime-Sadiq-Khan-london-stabbings-london-news-national-crime-london-gangs-mayor>

⁷ <https://www.thesun.co.uk/news/8975654/sadiq-khan-blasted-cut-funds-tackle-london-bloodshed/>

extra 1,378 police officers for London.⁸ Disappointingly, Sadiq Khan rejected this plan and turned down this golden opportunity to better resource our police force.

In his final budget for this year, the Mayor proposed an increase in MOPAC's gross revenue expenditure of £199.4 million, from £3,357.3 million in the revised budget for 2018-19 to £3,556.7 million in 2019-20.⁹ In 2019/20, the Mayor also gave an extra £139 million to MOPAC as a result of greater than expected forecast business rates. With MOPAC's budget increasing, it would be prudent for Sadiq Khan to consider his spending priorities more wisely. In spite of the recent HMICRS report warning that Scotland Yard is failing to spend taxpayers' money efficiently, we are still seeing signs that Sadiq Khan is not taking this seriously.¹⁰ For example, the re-design of the MPS website will also cost up to a staggering £10.6 million over five years.¹¹ To mention another, in 2018 the Metropolitan Police spent £10 million for its staff to attend a course to determine the colour of their personality.¹²

During his tenure, it is clear that Sadiq Khan is losing control of London's streets. In the final year of his term, he should ensure that he does everything possible within his power to fund more police officers for Londoners.



⁸ https://www.glaconservatives.co.uk/uploads/1/1/7/8/117899427/conservative_group_amendment_25.02.19_final_version_.pdf

⁹ https://www.london.gov.uk/sites/default/files/finaldraftbudget_-_part_2_explanationproposals_2019-20_final.pdf, page 24

¹⁰ <https://www.justiceinspectorates.gov.uk/hmicfrs/wp-content/uploads/peel-police-efficiency-2017-metropolitan.pdf>

¹¹ <https://www.london.gov.uk/questions/2018/1043>

¹² <https://www.dailymail.co.uk/news/article-5801755/Met-Police-accused-wasting-10m-training-course-make-sure-officers-feel-empowered.html>

Khan's Housing Record

Sadiq Khan has been given an enormous £4.82 billion envelope of government funding to build 116,000 affordable homes by April 2022.¹³ In spite of this clear opportunity to build the homes that London needs, the Mayor's record on house building so far has been slow and disappointing.

Sadiq Khan has now reached the mid-point of the programme and yet just 34,515 (30 percent) of these homes have so far been started. This leaves 81,485 (70 percent) remaining over the next three years.¹⁴

According to the latest GLA figures published in May 2019, 14,544 GLA-funded affordable homes were started in 2018/19. In the first 9 months of 2018/19, Sadiq Khan delivered 42 percent of his minimum target for that year, meaning that he squeaked through into reaching his minimum target in the last quarter by delivering 58 percent in the last three months. Needless to say, you would not think that delivering the minimum target would be ordinarily marketed as a great achievement, but Khan claims that this is the highest number on record, as he did with the previous year's figures.¹⁵ However, this is not in fact the case. In 2009/10, it was 15,629 and in 2010/11 it was 16,351 – without the generous settlement enjoyed by the Mayor.¹⁶ The GLA has been effectively in charge of affordable housing funding since 2008 (until 2011 this was done through an HCA London Board, chaired by the Mayor, and after 2011, it was done by the GLA directly under the Localism Act). Given that Sadiq Khan promised during his 2016 election campaign that at least '50 percent of all new homes in London would be affordable', Londoners are left waiting yet again for the Mayor to fulfil a promise.

If his housing delivery record were not murky enough, Sadiq Khan has even been accused of 'double counting' to inflate his affordable housing figures. Of the 12,526 homes that Khan claimed he had started in 2017/18,¹⁷ it has been revealed in a Mayor's Question Time response that 1,256 (10 percent) of these homes were actually 'restarts' from the previous year.¹⁸ In other words, Sadiq Khan may have been 'cooking the books' – these houses had originally been started in a previous year, but the figures then appear moved into the 2017/18 year. The minimum target for that year was 12,500, but without these restarts, the figure would only have been 11,270.¹⁹ It remains to be seen whether this will happen again.

Whilst increasing the rate of house building, the Mayor should ensure that these homes are fit for the needs of Londoners. It is deeply concerning that his housing strategy fails to set targets for affordable family-sized homes – for the first time ever. In fact, his draft London Plan forbids boroughs from setting their own family homes

¹³ <https://www.london.gov.uk/what-we-do/housing-and-land/homes-londoners/what-homes-londoners>

¹⁴ https://www.london.gov.uk/sites/default/files/affordable_housing_starts_and_completions_-_end_of_march_2019.pdf

¹⁵ <https://www.london.gov.uk/press-releases/mayoral/breaks-record-for-numbers-of-affordable-homes>

¹⁶ https://www.london.gov.uk/sites/default/files/affordable_housing_starts_and_completions_-_end_of_december_2018.pdf

¹⁷ <https://www.bbc.co.uk/news/uk-england-london-43825454>

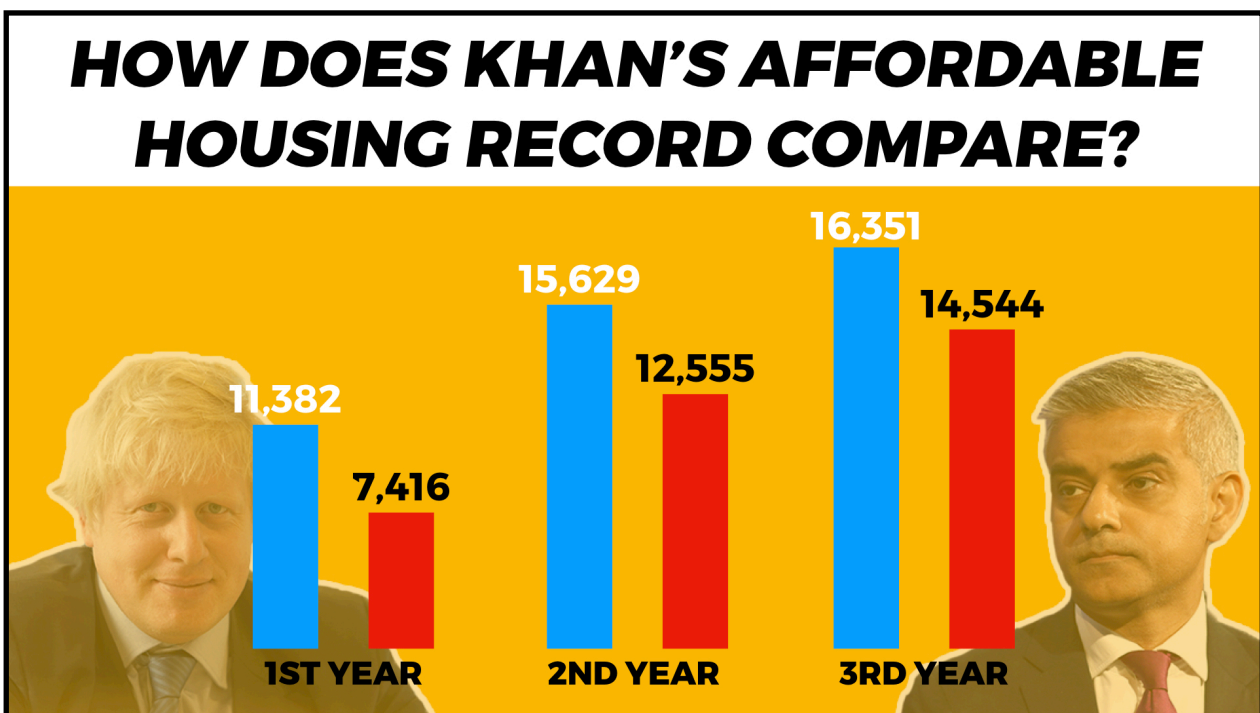
¹⁸ <https://www.london.gov.uk/questions/2018/5405>

¹⁹ Ibid.

targets for sale or intermediate homes. Family homes form a vital part of housing infrastructure in London, yet without appropriate targets, this could encourage the development of smaller units rather than the broader range of homes that London needs. Previous London Housing Strategies, published in 2010 and 2014, have set targets for a minimum number of affordable family homes, whereas this Mayor seems content for this to be left by the wayside.²⁰

In addition, his Strategic Housing Market Assessment (SHMA) says that 55 percent of all new homes should be one-bedroom units.²¹ Within low-cost rented housing, it states that 21,318 homes a year should be one-bedroom units, out of a total of 30,972, which is 69 percent of the total. It claims just 4,343 low-cost rented homes a year should be three or four bedroom units.²² Sadiq Khan's choice to neglect family-sized home provision has significant ramifications. Not only is it of great concern to Londoners with growing families, but also to London's boroughs who will be expected to provide appropriate homes for their residents without adequate support from City Hall.

Sadiq Khan is quite simply failing to build the homes that London so desperately needs. In his final year, the Mayor will need to rapidly accelerate delivery if he is to stand a chance of meeting his targets and commitments.



²⁰ <https://www.brent.gov.uk/media/3501271/W5.3%20London%20Housing%20Strategy.pdf> and https://www.london.gov.uk/sites/default/files/gla_migrate_files_destination/Housing%20Strategy%202014%20report_lowresFA.pdf

²¹ https://www.london.gov.uk/sites/default/files/london_shma_2017.pdf, p6

²² Ibid.

War On The Suburbs

The diversity and vibrancy of London makes it a uniquely special place to live and work, yet Sadiq Khan's housing plans will actively encroach on the distinct local characters of the city's suburbs. His draft London Plan, which was published in late 2017, presents significant challenges for the preservation of the city's suburban areas.

The character of the city's suburbs is distinct from inner London and is something to be cherished and valued. However, Sadiq Khan's decision to remove the 'housing density matrix' from his new London Plan puts this at risk.²³ The removal of density limits increases the risk of damaging overdevelopment and excessively tall buildings, which would irreparably alter the make-up of outer London.

Even your back garden is not safe under Sadiq Khan. His 'small sites' policy in his draft London Plan will allow family homes and back gardens to be replaced with up to 25 units, with targets for each borough to meet. The Plan removes protections that were previously in place to safeguard back garden land from development. Since 2011, Policy 3.5 of the London Plan has allowed boroughs to protect back gardens from development by enabling them to introduce a presumption against it in their local plans.²⁴ Before this, the London Wildlife Trust estimated that 500 gardens, or parts of gardens, were being lost a year due to housing development. This was equivalent to 6 hectares a year, with the average development losing 200 sqm of garden land.²⁵ His policy of 'no net loss' of Strategic Industrial Land restricts the use of brownfield land for new homes, which further intensifies the pressure on back gardens and green spaces to pick up the slack. Londoners will no doubt be troubled to hear the Mayor's lack of respect or care for their green space or for the character of their communities.

²³ https://www.london.gov.uk/sites/default/files/new_london_plan_december_2017.pdf

²⁴ https://www.london.gov.uk/sites/default/files/the_london_plan_2016_jan_2017_fix.pdf, page 102-103

²⁵ <https://www.wildlifetrusts.org/news/2011/06/17/new-report-reveals-scale-london%E2%80%99s-garden-loss>.

Londoners also may not know that Sadiq Khan plans to make it harder for them to park their car. Outer boroughs tend to be less well-connected than inner boroughs, which naturally increases Londoners' reliance on their vehicles. Additionally, those living in outer boroughs often need to drive out of the London boundary to access local public services, which current transport provision does not provide for. In contrast to previous London Plans, this Mayor has tightened parking restrictions considerably, proposing that many streets are either completely car-free (except for disabled spaces) or 'car lite'.²⁶ Outer London residents will rightly view this as an unfair stranglehold on their way of life and it will undoubtedly make it more difficult for boroughs to plan adequate support for new developments.

In effect, through his draft London Plan, Sadiq Khan has declared war on the suburbs. Through these ill-considered policies, he has demonstrated little awareness or consideration for the needs of outer London, which sets a worrying precedent for the future of our suburbs.

²⁶ https://www.london.gov.uk/sites/default/files/new_london_plan_december_2017.pdf, page 420

Financial Incompetence

Sadiq Khan's term in office has been marred by embarrassing and damaging financial incompetence. A key example of this is the disastrous state of Transport for London's finances.

TfL has been in financial crisis for the majority of the Mayor's term. Last year, TfL's predicted operational deficit was almost set to top an eye-watering £1 billion. Since then, owing to savings made, this has reduced, but is still predicted to be £897 million by the end of his term, according to the 2019/20 business plan.²⁷ In spite of these dire straits, Sadiq Khan is still failing to reassure TfL of his future intentions. He has not confirmed his intentions on a second fares freeze if re-elected in May 2020, despite the first freeze costing TfL an estimated £640 million over his mayoralty. This kind of irresponsible decision-making cannot continue any longer and is an insult to hard-working commuters who are spending more every year on their season tickets.

Despite its vital importance to London, Crossrail continues to suffer delay after delay. In a recent London Assembly session, Sadiq Khan refused to take personal ownership for the project moving forward – a lacklustre display of leadership to say the least.²⁸ Crossrail will now be delivered significantly behind schedule – possibly as late as March 2021 – with only a broad window of delivery specified by Crossrail Ltd and TfL.²⁹ It was announced in December 2018 that there would be yet another increase in Crossrail's budget, of up to £2.15 billion, taking the total budget to £17.6 billion.³⁰ However, as noted by the Assembly's Transport Committee, this does not even include the cost of trains and depots, which is yet another £1.1 billion.³¹ It was even recently brought to light that almost 500 train drivers are already being employed by Crossrail on salaries up to £59,000 – at an estimated cost to the taxpayer of up to £25 million a year.³² TfL's most recent business plan forecasts that revenues will be £600 million lower than expected as a result of the delays and the current cost of the project is £30 million per week in contractor and supply chain resources alone.³³

It is clear that TfL's business plan hinges on the successful delivery of Crossrail, although the full ramifications of the delay are not yet fully known. The National Audit Office notes in the recent report that 'it is, however, the case that TfL's financial position depends, in part, on the timing and scale of future revenue that it raises from Elizabeth line services, which remains uncertain, and the final cost of the programme to build the railway' and 'while it has made progress with the development of a detailed and realistic plan, Crossrail Ltd has not yet completed its assessment of the financial implications of this opening schedule.'³⁴ Any further delay to the Crossrail timetable will be yet another financial catastrophe for TfL and Sadiq Khan.

²⁷ <http://content.tfl.gov.uk/tfl-budget-2019-20.pdf>

²⁸ <https://www.london.gov.uk/moderngov/ieListDocuments.aspx?CId=0&MId=6781&Ver=4>

²⁹ TfL Board Meeting, 30 January 2019

³⁰ https://www.london.gov.uk/sites/default/files/final_-_london_assembly_transport_committee_crossrail_investigation_report_0.pdf

³¹ Ibid.

³² <https://www.thetimes.co.uk/article/crossrail-drivers-paid-millions-despite-delays-f0cxbxklh>

³³ https://www.london.gov.uk/sites/default/files/final_-_london_assembly_transport_committee_crossrail_investigation_report_0.pdf

³⁴ <https://www.nao.org.uk/wp-content/uploads/2019/05/Completing-Crossrail.pdf>

Poor financial conditions at TfL have resulted in disappointing underinvestment in vital transport infrastructure. TfL's most recent Capital Programme Analysis shows that crucial projects, such as the Bakerloo line extension and the upgrade to Camden Town station, have been lowered in the pecking order and their funding is now uncertain.³⁵ Other projects, such as the Sutton tram extension, seem to have fallen off the list completely. Not only that, TfL is now undertaking no pro-active road maintenance, possibly leading to longer-term costs for the organisation. Even TfL themselves have admitted that 'while TfL will ensure roads are kept safe, this lack of proactive work could lead to an increase in disruption on the roads with increased closures and speed, size and weight restrictions.'³⁶ It could be argued that reckless decision making by the Mayor, such as the decision to press ahead with his costly fares freeze, has contributed to these unfortunate set-backs.

Sadiq Khan could also make wiser choices in relation to TfL employee perks, principally the nominee passes scheme. This scheme offers free and non-taxable travel to nominated people by TfL staff (including non-relatives) – a benefit that seems completely unjustified in TfL's current financial situation. As it stands, 18,909 TfL employees and 20,796 employees of London bus operators have a nominee pass – 39,705 in total.³⁷ If we assume that the average journey undertaken by commuters is between zones 1 and 3, and that only half of those with a nominee pass would buy a travelcard if this was removed, TfL could expect to raise £32.7 million – at a very cautious estimate.³⁸ It seems nonsensical for this to continue, particularly at a time when projects are being delayed or cancelled because of under-funding.

The financial incompetence that has dominated TfL in recent years is obvious for anyone to see. TfL relies on everything in its business plan to come to fruition to achieve its small predicted surplus in 2022/23 – there is very little room for manoeuvre, if any. As Chair of TfL, Sadiq Khan needs to lead from the front and get TfL on a solid financial footing for the benefit of Londoners.

³⁵ <https://www.london.gov.uk/moderngov/documents/s75909/04b%20Appendix%20%20-%20Transport%20for%20London%20Business%20Plan%20Capital%20Programme%20-Prioritisation.pdf>

³⁶ <https://www.transport-network.co.uk/London-cries-foul-as-it-pauses-road-schemes-for-two-years/14844>

³⁷ FOI request.

³⁸ A Zone 1-3 annual adult travelcard currently costs £1,648.00.

ULEZ

Sadiq Khan pushed ahead with the introduction of the central Ultra Low Emission Zone (ULEZ) on 8 April 2019 – 17 months earlier than its original 2020 start date with damaging consequences for small businesses. The ULEZ is a £12.50 daily levy on cars and small vans and £100 for heavy good vehicles entering the ‘ULEZ’ zone. It operates 24 hours a day, 365 days a year, and TfL estimates that approximately 40,000 vehicles will be affected every day.³⁹ We are generally supportive of the scheme in principle; we accept that London has a localised air quality problem and back the concept of the central ULEZ, as originally proposed by Boris Johnson. However, we remain very concerned that the Mayor’s early implementation date will have a significant adverse impact on small businesses and our emergency services. The early implementation was opposed by both The Freight Transport Association and The Federation of Small Businesses⁴⁰ and even TfL’s own impact assessment admitted that there would undoubtedly be an impact on some small businesses throughout London and the South-East as a result of this earlier date.⁴¹ This is hardly a logical move for ‘most pro-business mayor yet’.

As with small businesses, the 2019 ULEZ start date has had an impact on the emergency services. For example, the London Fire Brigade had implemented a fleet replacement programme to ensure that its fire engines would be ULEZ compliant by 2020. The 2019 start date meant that LFB’s fleet would not be compliant because the replacement programme would not be completed in time.⁴² It was not until issue was raised publicly that the Mayor relented and offered a sunset clause so that non-ULEZ compliant vehicles attending incidents would not be charged.

This is not to mention the alarming impact that Sadiq Khan’s expanded ULEZ is due to have on Londoners and businesses alike. The Mayor announced in June 2018 that he wished to expand the ULEZ boundary out to the North and South Circulars in October 2021.⁴³ Without robust explanation, TfL has estimated that the expansion will cost between £90 million-£130 million; however, using figures from the London Borough of Islington, we assessed the cost to be closer to £780 million – the equivalent of £220 per household.⁴⁴ Of course, TfL’s calculations only account for monitoring the zone around the perimeter – not within the zone itself. It was uncovered at a Mayor’s Question Time meeting in June 2018 that their costs only include using cameras around the zone, leaving us wondering how his policy would be enforced if journeys began and ended within the zone itself.⁴⁵ In truth, the costs could therefore be even further north than this.

³⁹ <https://www.bbc.co.uk/news/uk-england-london-47638862>

⁴⁰ <https://www.fsb.org.uk/docs/default-source/fsb-org-uk/ulez-consultation---fsb-response---june-2016-final-2.pdf?sfvrsn=0> and http://www.fta.co.uk/media_and_campaigns/press_releases/2016/20161010-fta-disappointed-at-mayors-plans-to-bring-forward-ulez.html

⁴¹ <https://www.bbc.co.uk/news/uk-england-london-47638862>

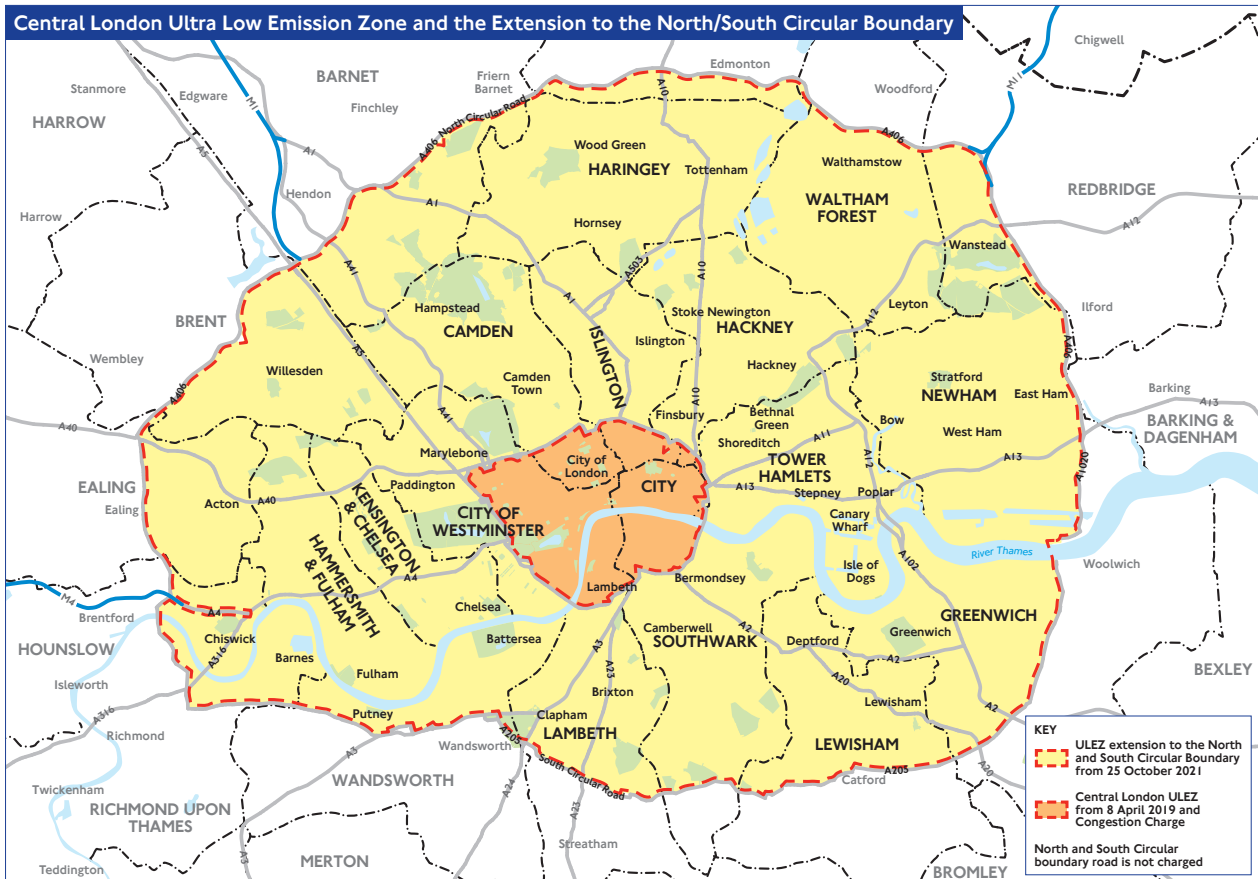
⁴² <http://moderngov.london-fire.gov.uk/mgconvert2pdf.aspx?id=6187>

⁴³ <https://www.london.gov.uk/press-releases/mayoral/ultra-low-emission-zone-to-expand>

⁴⁴ <https://www.glaconservatives.co.uk/uploads/1/1/7/8/117899427/clearingtheair.pdf>

⁴⁵ <https://www.london.gov.uk/moderngov/ieListDocuments.aspx?CIId=0&MIId=6522&Ver=4>

Additionally, the expanded ULEZ will cover an area 18 times larger than the central ULEZ – clearly, this will impact a huge number of vehicles and those outside the zone will have to pay extortionate sums to access services within the boundary. Businesses will have to operate at far higher costs and small businesses may not be able to afford to upgrade their fleets, particularly if they are tied into long leases. Our report, *Clearing the Air*, demonstrates more effective ways to tackle air pollution rather than damaging businesses in such a harmful way.⁴⁶



⁴⁶ Ibid.

Mismanagement at City Hall

As Mayor of London, Sadiq Khan has control over spending decisions at the GLA, yet repeatedly neglects to correlate these decisions to the real priorities of Londoners. At a time of soaring violent crime in our city, the Mayor continues to pad City Hall out with bureaucrats and pump money into his PR agency. The Mayor has the power to redirect elements of his budget away from nice-to-haves and towards alternative priorities, such as police officers, but he continually fails to do so.

Staff

A key example of his lax attitude towards Londoners' primary needs is the spiralling costs of staff at City Hall. When Sadiq Khan entered office in May 2016, the full-time GLA staff establishment figure was 897. Including the staff proposals in the 2019/20 budget, the same figure is due to become 1232 in the next financial year – an increase of 335 and 37.3 percent.⁴⁷ Whilst the Mayor has some additional devolved responsibilities, such as the Adult Education Budget, this vast increase is completely unjustified. The total staffing budgets for the GLA are even starker. In 2016/17, total expenditure for staff was £36 million, which had accelerated to £57.2 million by 2019/20 – an increase of 58.8 percent.⁴⁸ By 2022/23, it is due to be a staggering £61.8 million – a massive increase of 74 percent since 2015/16.⁴⁹ This also comes after years of staffing costs remaining fairly steady under his predecessor, Boris Johnson. The Mayor is bloating City Hall with staff with little rhyme nor reason – when other functional bodies at the GLA are facing financial pressures, it is striking that Sadiq Khan is continuing his staff spending spree in such a generous fashion.

London & Partners

London and Partners, the Mayor's promotional agency, has arguably failed to prove its worth since its inception. There has been longstanding cross-party concern that the large annual GLA contribution to London and Partners – currently standing at £13.1 million per year – is good value for money for the taxpayer, particularly given the more pressing policy priorities for the city. London and Partners is not scrimping with staff either; from March 2016-March 2018, their staff headcount increased by 24.2 percent and their staffing budget increased by 29.8 percent.⁵⁰ Between the 2016/2017 and 2019/2020 financial years, the GLA will have subsidised London and Partners to the tune of over £50 million.⁵¹

Indeed, it is puzzling that Sadiq Khan believes that London requires such significant public investment to promote its businesses and tourism opportunities. London is a thriving city that speaks for itself – it does not need a publicly subsidised body to top it

⁴⁷ <https://www.london.gov.uk/moderngov/documents/s73438/GLA%20BUDGET%20SUBMISSION%2019%2020.pdf> and <https://www.london.gov.uk/moderngov/documents/s74129/09%20-%20Workforce%20Report.pdf>

⁴⁸ https://www.london.gov.uk/sites/default/files/part_2_explanation_of_final_draft_budget_proposals.pdf, page 76. 2019/20 figure: https://www.london.gov.uk/sites/default/files/finaldraftbudget_part_2_explanationproposals_2019-20_final.pdf, page 78

⁴⁹ Ibid.

⁵⁰ <https://beta.companieshouse.gov.uk/company/07493460/filing-history>

⁵¹ <https://www.london.gov.uk/decisions/md2264-london-partners-three-year-strategy-and-201819-business-plan>

up. In fact, unemployment in London is at a historically low level; during the three-month period December 2018-February 2019, the unemployment rate in London was 4.5 percent, down from the rate of 4.8 percent a year earlier. This is down from 8 percent in 2010.⁵² London has also held on to top spot in Europe and overtaken Hong Kong to be ranked second in the world in the latest Schroders Global Cities 30 index, an annual rankings system compiled by the FTSE 100 firms which identifies the world's most 'economically vibrant' cities, measuring their projected economic growth, disposable income levels, population size and investment potential.⁵³ London needs a Mayor who will promote it for the flourishing city that it is – not talk it down.

London and Partners was originally intended to move towards self-sufficiency, requiring less taxpayers' money over time. There is little to no sign that this is happening. Instead, the GLA's annual contribution has increased by £1.7 million (a 13 percent increase) since 2016/17 – certainly not the decrease that was originally pledged.

Culture & External Affairs Spending

Sadiq Khan seems happy to be labelled 'selfie Sadiq' and he has a PR machine to match. Recent figures show that he has increased his external affairs budget by £3 million since his election in 2016 – a 45 percent rise – with almost £300,000 of this spent on additional staff.⁵⁴ Despite the Mayor consistently telling Londoners that he has no money in the coffers for police, he chooses to splurge money on a budget that is spent largely on PR, marketing and external communications.

Sadiq Khan has demonstrated a similarly profligate attitude towards culture spending. Since Boris Johnson was Mayor, London's culture budget has increased by over £11 million and now totals almost £25 million.⁵⁵ Whilst London faces a daily crime epidemic, the Mayor is channelling money into a £1.8 million Games Festival and over £7 million to the London Design Festival, Film London and the British Fashion Council.⁵⁶ He even spent over £460,000 on a beach party at the Royal Docks.⁵⁷

Since 2016/17, Sadiq Khan has chosen to spend £78.3 million on culture and £34.7 million on external affairs – a whopping total of £113 million.⁵⁸ That is equivalent to 1,883 police officers. It is clear that the Mayor either does not understand Londoners' priorities or simply does not care.

⁵² https://www.london.gov.uk/sites/default/files/londons_economy_today_no200_250419.pdf, page 6

⁵³ <https://www.thisismoney.co.uk/money/news/article-6980571/Schroders-Global-Cities-30-Index-London-overtakes-Hong-Kong-sit-second-world.html>

⁵⁴ <https://www.london.gov.uk/questions/2018/2697>, <https://www.london.gov.uk/questions/2018/5478> and <https://www.london.gov.uk/questions/2018/5480>.

⁵⁵ https://www.london.gov.uk/questions/sites/default/files/MQ2018_3458%20-%20Culture%20Budget.pdf.

⁵⁶ GLA FOI and <https://www.london.gov.uk/questions/2018/5474>.

⁵⁷ <https://www.thesun.co.uk/news/8055140/bill-for-sadiq-khans-free-six-week-beach-party-doubles-to-more-than-400k/>

⁵⁸ <https://www.london.gov.uk/questions/2018/2697>, <https://www.london.gov.uk/questions/2019/4201> and https://www.london.gov.uk/questions/sites/default/files/MQ2018_3458%20-%20Culture%20Budget.pdf

TfL Spending

City Hall is not the only place where Sadiq Khan is letting spending get out of control. At the tail end of 2018, the average annual TfL salary had increased to almost £84,000 – up from £72,352 in 2016/17 – an increase of 16 percent.⁵⁹ Overall, salaries increased by 15 percent over the same period, with the number of staff earning a six figure salary reaching 576 in 2016/17, compared to only 415 local authority employees earning over £100,000 across the whole of Greater London.⁶⁰ Overseen by Sadiq Khan, TfL also paid up to £51.4 million in ‘golden goodbyes’ to 704 departing staff.⁶¹ Continuing this trend, it even emerged that TfL funded £625 for a single taxi journey in 2018, in spite of cheaper alternatives being available.⁶²

This is not to mention the burgeoning amounts spent by TfL each year on trade union facility time. The annual cost of facility time at TfL, (time allocated to an employee by an employer to undertake trade union duties), is currently £10.8 million – an increase of more than double since 2016/17.⁶³ This is based on the assumption that the facility time spend in 2019/20 will be at least the level in 2018/19 (£10.8 million) – of course, it could end up being much higher. As a loose comparator, in 2017/18, the Department for Work and Pensions had a total pay bill of £2.5 billion, (broadly similar to TfL who had a pay bill of £2.25 billion in their latest annual report);⁶⁴ yet only spent a total of £769,288 on facility time – this is 7 percent of what TfL is paying.⁶⁵

At a time when TfL’s finances are in such desperate need, Londoners may not be happy to see that Sadiq Khan has let yet another area of spending run wild. It seems that he has some way to go to cut waste at ‘flabby’ TfL, as promised back in 2016.⁶⁶

This is not the only example of Sadiq Khan’s approach to industrial relations. The removal of 950 station staff under his predecessor saved £50 million per year, whilst freeing up staff to operate outside of ticket offices around tube stations. As a sop to the transport unions, during his mayoral campaign, Sadiq Khan promised a review of the decision. When this review found that the changes had been successful, the RMT announced industrial action in direct response to its findings. Sadiq Khan then chose to employ an additional 325 staff at a cost of £17 million per year, whilst claiming that this had been a successful negotiation with the unions.⁶⁷ It is no wonder that the current Mayor keeps cutting frontline services when his idea of industrial relations is to give in and use taxpayers’ money to buy off his trade union supporters.

⁵⁹ <http://content.tfl.gov.uk/tfl-annual-report-and-statement-of-accounts-2017-18.pdf>

⁶⁰ Ibid.

⁶¹ <https://www.dailymail.co.uk/news/article-6477255/All-aboard-Mayor-Khans-gravy-train.html>

⁶² <https://www.dailymail.co.uk/news/article-6815277/TfL-bosses-pick-625-tab-taxi-passenger-120-mile-journey-home.html> and <https://www.london.gov.uk/questions/2019/0490>

⁶³ <http://content.tfl.gov.uk/tfl-annual-report-and-statement-of-accounts-2017-18.pdf>, page 124

⁶⁴ Ibid.

⁶⁵ <https://www.gov.uk/government/statistical-data-sets/public-sector-trade-union-facility-time-data>

⁶⁶ <https://www.bbc.co.uk/news/uk-england-london-38236327>.

⁶⁷ <http://www.cityam.com/258151/mayors-concessions-unions-over-tube-strikes-cost-17m-year>

BUS CUTS

Since Sadiq Khan's election, he has been cutting buses in London. Much of this has taken the form of salami slicing – in other words, reducing the frequency of existing routes – which can be done without consultation.⁶⁸ However, more recently, the Mayor has gone further, slashing routes in Central London, despite cross-party opposition.⁶⁹ No plans for any increases have materialised, despite vague promises that the Central London cuts would enable expansion in the Outer London boroughs and repeated questions from all parties on the London Assembly. Indeed, leaked documents show the plan is to cut bus mileage by 7 percent across London by 2022 and by 9 percent in Central London.⁷⁰ Thanks to Sadiq Khan's disastrous mismanagement of TfL's finances, London's buses are not safe in his hands.

SHOW OVER SUBSTANCE

As well as unwise spending decisions, Sadiq Khan has time again prioritised show over substance. A prime example of this was the rash decision to push through the TfL junk food advertising ban, even against expert advice. The ban could cost TfL up to an estimated £25 million per year in lost revenue and there is dissenting expert evidence that this will actually do little to tackle childhood obesity.⁷¹ Given that TfL raised roughly £152 million from advertising in 2017/18, this ban could cost TfL up to 16 percent of their current revenue streams.⁷² This is particularly worrying given TfL's reliance on advertising to top up their commercial intake in future years – TfL's business plan is predicated on increasing advertising revenues to sustain themselves, which the Mayor simply cannot afford to remove at a stroke. The haphazard implementation of this policy has led to several teething problems, with the new rules even initially restricting Macmillan Cancer Support from advertising their famous Coffee Mornings on the tube.⁷³ Ludicrously, it was even uncovered that everyday foods such olive oil, stock cubes and pesto would be caught by his ban.⁷⁴ This kind of ineffective policy-making is certainly not in Londoners' interests.

⁶⁸ <https://diamondgeezer.blogspot.com/2018/06/lets-cut-lots-of-buses.html>

⁶⁹ <https://www.mayorwatch.co.uk/transport-for-london-confirms-bus-cuts-will-go-ahead-despite-passenger-opposition/>

⁷⁰ <https://www.bbc.co.uk/news/uk-england-london-45268308>

⁷¹ <http://www.cityam.com/269591/we-all-want-end-childhood-obesity-but-sadiq-khans-tfl>

⁷² <https://tfl.gov.uk/info-for/media/press-releases/2019/january/transport-for-london-s-advertising-revenue-increases-as-innovative-advertising-platforms-are-introduced>

⁷³ <https://www.thesun.co.uk/news/8035613/sadiq-khan-tube-junk-food-ban-macmillan/>

⁷⁴ <https://www.standard.co.uk/news/transport/ads-for-butter-olive-oil-and-pesto-could-face-tube-ban-in-war-on-junk-food-a4032991.html>

ENVIRONMENT

In a key environmental pledge, the Mayor promised to plant an extra two million trees in London by 2020.⁷⁵ Very early on his term, he and his Deputy Mayor for Environment, Shirley Rodrigues, confirmed that London would instead only receive a five per cent increase in tree coverage, which is equal to 420,000 trees and over 1.5 million short of the Mayor's original electoral promise. To date, Sadiq Khan has only planted 175,000 trees in London, demonstrating his lack of commitment to cleaning up London's air.⁷⁶ Another promise broken and another failure for Londoners.

According to TfL figures, by 2020 TfL buses will account for 23 percent of NO2 pollution on London's roads, higher than any other source.⁷⁷ Since the Mayor came into office, TfL has only established ten Low Emission Bus Zones, which have delivered improvement where they have been implemented. TfL's entire 9000-strong bus fleet is due to be zero emission by 2037 at the latest.⁷⁸ It is entirely possible that, if the Mayor decided not to proceed with the proposed 2021 extension of the ULEZ, the fleet could be zero emission far more quickly by using the money intended to fund the extension. Naturally, this would quicken the process of improving London's air considerably.

**KHAN TO BREAK AIR POLLUTION PROMISE
UNLESS HE PLANTS 200 TREES AN HOUR**

🌳 **PROMISED 2 MILLION
TREES BY 2020**

👎 **PLANTS JUST 175,000
IN THREE YEARS**

⁷⁵ <https://www.london.gov.uk/press-releases/assembly/tony-arbour/mayor-ditches-promise-to-plant-two-million-trees>

⁷⁶ [https://www.london.gov.uk/sites/default/files/mgla040319-6943 - foi response redacted.pdf](https://www.london.gov.uk/sites/default/files/mgla040319-6943_-_foi_response_redacted.pdf)

⁷⁷ Ultra Low Emission Zone Consultation, TfL, 2014

⁷⁸ <https://www.london.gov.uk/press-releases/mayoral/tackling-londons-lethal-air>

Getting London's Priorities Right

As we enter the last year of his tenure, Sadiq Khan has so far overseen an administration typified by virtue signalling, financial incompetence and wasteful spending. As someone who publicly described himself as “a brilliant Mayor”, in reality, this is a Mayor who has taken his eye off the ball.⁷⁹ Sadiq Khan is not best serving Londoners by prioritising press officers over police officers. Over the next year, we call on Sadiq Khan to:

- **Regain control of the streets** – do everything possible within his considerable powers to fund police for our streets;
- **Strengthen the suburbs** – ensure that housing policy protects the unique character of London's outer boroughs;
- **Build the homes that London needs** – homes that suit all Londoners and boroughs;
- **Take the reins on TfL's finances** – including working towards balanced books, taking personal ownership of the delivery of Crossrail, and committing to end the partial fares freeze if elected for a second term;
- **Cut the flab** – repurpose wasteful or unnecessary expenditure at City Hall for the benefit of Londoners.

According to GLA-commissioned research, Sadiq Khan's popularity has drifted into negative figures for the first time since the beginning of his administration.⁸⁰ It comes as little surprise that he has a record to match – a record that is underwhelming at best and dismal at worst. Londoners deserve a Mayor who will take decisive action and implement policies that benefit them, their families and their businesses. So far, we remain thoroughly unconvinced that Sadiq Khan's delivery will result much in the way of that.

⁷⁹ London Assembly meeting 24 Jan 2019, transcript available at: <https://www.london.gov.uk/moderngov/documents/s75659/Minutes%20-%20Appendix%203%20-%20London%20Assembly%20Plenary%20240119.pdf>

⁸⁰ <https://www.standard.co.uk/news/london/sadiq-khan-s-popularity-slumps-to-lowest-level-just-a-year-before-the-next-election-a4132286.html>

Broken Promises

We are now a year before the next Mayoral election when Londoners will have the opportunity to make their judgement on Sadiq Khan's record as Mayor. So, how do his promises stack up?

A Safer & More Secure London

One of Sadiq Khan's flagship policies in his manifesto was to make London a safer and more secure place. Unfortunately for Londoners, it is quite clear that this has so far been an outright failure. He hid behind blaming the Government in his manifesto, but three years on, the facts are clear to see. The homicide figure is the highest since 2008 and knife crime has increased by over 52 percent since 2015/16 – just to name a couple. As Mayor of London, Sadiq Khan has responsibility for delivering a strong and effective police service for our city – it is irresponsible to shy away from this and is a deeply unsatisfactory approach to leadership, particularly at a time when crime in London is rocketing.

Building The Homes That London Needs

In his 2016 manifesto, Sadiq Khan said that, 'it is important that we do more to protect the character of London's communities while delivering the new and affordable homes we need to cope with a rising population.'⁸¹ In truth, he is failing on both fronts. Sadiq Khan's progress on meeting his affordable housing targets are underwhelming; with three years to go and half-way through the programme, 70 per cent of the homes still need to be started. This laid-back approach also applies to his attitude to London's suburbs. The abolition of the 'housing density matrix' from his new London Plan risks inappropriate tall and dense developments in our outer boroughs, which fundamentally damage the diverse character that London has to offer. In addition, his 'small sites' policy even threatens people's back gardens, actively promoting garden land for development. He promised to prioritise development on brownfield sites, yet has limited himself enormously with his 'no net loss' of strategic industrial land policy, whilst hammering people for daring to have a back garden in London. What will London's landscape look like when Sadiq Khan has finished with his plans?

Annual Target Of 80,000 Homes

On his 2016 campaign website, Sadiq Khan pledged to support housing associations to build 80,000 homes every year. This was one of the Mayor's flagship pledges during his campaign, yet this target is showing no sign of coming to fruition. Another broken promise from a Mayor who clearly does not view housing as his 'first priority'.

Give Londoners First Dibs On New Properties

Sadiq Khan's manifesto promised to 'give first dibs to Londoners on new homes'; however, we are still yet to see this policy in action. In February 2018, the Mayor set out an agreement with developers, whereby homes of up to £350,000 would be marketed to UK buyers before being made available to overseas buyers. However, this agreement is merely voluntary and applies to all UK buyers – not just Londoners – leaving a gaping hole in the effectiveness of this so called 'first dibs' policy.

⁸¹ https://d3n8a8pro7vhmx.cloudfront.net/themes/569cb9526a21db3279000001/attachments/original/1457451016/x160668_Sadiq_Khan_Manifesto.pdf?1457451016, page 25

Four Year Fare Freeze

It is well-known that Sadiq Khan broke a very early promise on fares when he said that Londoners 'won't pay a penny more for their travel in 2020 than they do today', despite only having the power to freeze TfL fares. This has left millions of Londoners facing increasing travelcard bills ever since Sadiq Khan took office. In a session to the London Assembly in June 2016, he said: 'My promise to freeze Transport for London fares is there but obviously I can't make the government do what I am doing.'⁸² The fact is that this was not his promise – Sadiq Khan not only misled Londoners, but has also caused TfL to endure an estimated £640 million in lost revenue over his mayoralty as a result of this decision. He also claimed that his plan to freeze TfL fares would not be funded 'by cuts to spending on better services and more capacity'. We know from elsewhere in the report that this is not the case – project after project has slipped down Sadiq Khan's pecking order, as TfL continues to struggle to make ends meet.

Zero Days Of Strikes

London Underground strikes continue to cause significant hurt and disruption to London's businesses and commuters under Sadiq Khan's mayoralty. Londoners have now suffered 16 strikes under this Mayor, despite his promise that there would be "zero days of strikes" if he became Mayor.⁸³ These strikes only serve to put Londoners in the firing line and act as collateral damage to internal disputes. In terms of average number of strikes per annum, this is the worst record of any Mayor to date.

Delivering Crossrail & Crossrail 2

Currently Europe's largest infrastructure project, the delivery of Crossrail is vital for the future of London's transport network. Beset by delays and budget over-runs, there is still not a firm opening date for the line. It could be up to two and a half years behind schedule. In spite of Sadiq Khan originally boasting of his close links to the project whilst he was a Minister, his experience as a previous Transport Minister does not seem to have translated into strong leadership at City Hall.⁸⁴ This is not to mention that he also promised to 'get Crossrail 2 off the ground'. As it stands, there is no confirmed funding package for Crossrail 2 and TfL has meekly promised to 'continue to develop potential funding packages'.⁸⁵ Londoners should not hold out much hope from such a vague commitment.

⁸² <https://www.politics.co.uk/news/2016/06/08/sadiq-khan-breaks-promise-londoners-won-t-pay-more-fares>

⁸³ <https://www.telegraph.co.uk/news/politics/labour/12136316/Sadiq-Khan-Zero-days-of-public-transport-strikes-if-I-am-elected-Mayor.html>

⁸⁴ https://d3n8a8pro7vhm.cloudfront.net/themes/569cb9526a21db3279000001/attachments/original/1457451016/x160668_Sadiq_Khan_Manifesto.pdf?1457451016, page 29

⁸⁵ <https://www.london.gov.uk/moderngov/documents/s75909/04b%20Appendix%20%20-%20Transport%20for%20London%20Business%20Plan%20Capital%20Programme%20-Prioritisation.pdf>

The Bakerloo & Metropolitan Line Extensions

Sadiq Khan promised to 'to work to secure the proposed Bakerloo line extension to Lewisham and beyond.' Similarly to Crossrail 2, this project has been relegated by TfL and deprioritised, seemingly until further notice until funding is found. Under Boris Johnson's mayoralty, £49 million was pledged to go towards the extension of the Metropolitan Line from Croxley to Watford Junction. There is not even a mention of the Metropolitan Line in TfL's latest prioritisation list.⁸⁶ These are just two examples of a catalogue of blows from this Mayor to outer London and hard-working commuters. It is probably safe to say that TfL's inflating deficit over Sadiq Khan's mayoralty cannot have helped future infrastructure planning.

A Reduction In Bus Fares

On his since deleted campaign website, Sadiq Khan promised that there would be a reduction in bus fares – a 10 percent cut and then a freeze. Whilst fulfilling the 'freeze' element of this promise alongside all other TfL fares, there is zero evidence of a cut. Yet again, another broken promise from a Mayor to hard-working commuters.

The Creation Of A Mayoral Energy Company

In his manifesto, the Mayor promised to establish a not-for-profit company, Energy for Londoners, to promote energy efficiency in London. He even expanded upon this once elected to say that he wanted a fully-licensed energy retailer, selling affordable energy to Londoners. However, the Mayor quickly backtracked on this promise after future inspection and the plan was put on the back-burner.

Tree Planting

Originally, Sadiq Khan promised to 'embark on a major tree-planting programme across London' and plant an extra two million trees in London by 2020. He soon backtracked on this promise and instead pledged that London would only see a 5 percent increase in coverage. To date, Sadiq Khan has only planted 175,000 trees in London – 8.75 percent of his initial pledge. This meagre record will sadly only make a small dent in tackling London's air quality problem.

⁸⁶ Ibid.

Sadiq Khan's Myths Versus Reality

Sadiq Khan has been prone to adopting a 'not me gov' approach during his mayoralty and some of his claims seem to be falling short of the reality. Below are just a few examples.

MYTH: 'My first priority will be tackling the housing crisis'

REALITY: Sadiq Khan rightly identified in his manifesto that tackling the housing crisis is crucial for London and even said that, 'The housing crisis is the single biggest barrier to prosperity, growth and fairness facing Londoners today.'⁸⁷ However, it is difficult to see that this ever was his 'first priority' when considering his record. This report has earlier identified the Mayor's failings on housing building so far and his slowness to address this crisis will be a lasting legacy of his mayoralty. With £4.82 billion of government funding in his pocket to deliver affordable housing, Londoners are left wondering why his figures remain so behind target.

MYTH: 'Record-breaking' housing figures

REALITY: As previously stated in this report, Sadiq Khan claims that his most recent housing figures are record-breaking, including the highest number of new council homes in London in 34 years.⁸⁸ However, we know that this is not the case. In 2009/10, it was 15,629 and in 2010/11 it was 16,351 – without the generous funding settlement enjoyed by the Mayor.⁸⁹ The GLA has been effectively in charge of affordable housing funding since 2008, which Sadiq Khan conveniently forgets to mention to the thousands of Londoners who are still waiting for their chance to get on the housing ladder.

MYTH: 'The greenest Mayor ever'

REALITY: The Mayor is not only failing on trees, but he is failing to protect the city's green spaces, including London's precious back gardens through his 'small sites' policy. Since 2011, the London Plan has allowed boroughs to protect back gardens from development by enabling them to introduce a presumption against it in their local plans.⁹⁰ Before this protection was put in place, the London Wildlife Trust estimated that 500 gardens, or parts of gardens, were being lost a year due to housing development. This was equivalent to 6 hectares a year, with the average development losing 200 sqm of garden land.⁹¹ The Mayor's reckless 'small sites' policy clearly puts this at grave risk and is also in contravention to national policy. This does not sound like a sensible policy from 'the greenest Mayor ever'.

⁸⁷ https://d3n8a8pro7vhmx.cloudfront.net/themes/569cb9526a21db3279000001/attachments/original/1457451016/x160668_Sadiq_Khan_Manifesto.pdf?1457451016, page 19

⁸⁸ <https://www.london.gov.uk/press-releases/mayoral/breaks-record-for-numbers-of-affordable-homes>

⁸⁹ https://www.london.gov.uk/sites/default/files/affordable_housing_starts_and_completions_-_end_of_december_2018.pdf

⁹⁰ https://www.london.gov.uk/sites/default/files/the_london_plan_2016_jan_2017_fix.pdf, page 102-103

⁹¹ <https://www.wildlifetrusts.org/news/2011/06/17/new-report-reveals-scale-london%E2%80%99s-garden-loss>

MYTH: 'The most pro-business Mayor yet'

REALITY: Before he was elected, Sadiq Khan promised to be the 'most pro-business Mayor yet', although private hire drivers are sure to disagree with this.⁹² Last year, the Mayor announced plans to remove the Congestion Charge exemption for private hire vehicles, despite TfL's own data demonstrating that private hire operators would have to increase their charges to customers. These plans would naturally also have a disproportionate impact on smaller operators, many of whom would be forced out of business. In September 2018, the London Assembly passed a motion asking the Mayor to withdraw his plans – unfortunately, he has refused to listen and is proceeding anyway.⁹³ Currently, there are 116,000 private hire drivers in London who will all feel the effect of Sadiq Khan's reckless policy. If the Mayor wishes to tackle congestion, there are ways to do this that will not so blatantly attack London's business. Additionally, as previously mentioned, Sadiq Khan was not particularly 'pro-business' when rushing out the central ULEZ, leaving small business ill-prepared for such a drastic change to their operations.

Sadiq Khan's obsession over Brexit can hardly be classed as 'pro-business'. During the EU negotiations, the Mayor has taken it upon himself to play politics and warned Londoners that certain Brexit scenarios would be disastrous for the city.⁹⁴ In truth, Sadiq Khan has no jurisdiction at all over the EU negotiations. Londoners and businesses alike expect their Mayor to show leadership and promote a positive future for the city. Instead, Khan seems content to use Brexit to deflect attention away from his failures at City Hall. Now more than ever, London needs a Mayor who will concentrate on the day job rather than obsessing over Brexit.

In another move to stifle business, Sadiq Khan refused to renew Uber's licence in 2017, which threatens to put 40,000 people out of work and affect the 3.5 million users of Uber.⁹⁵ He claims that he wants London to be open for business – his record says otherwise.

⁹² https://d3n8a8pro7vhmx.cloudfront.net/themes/569cb9526a21db3279000001/attachments/original/1457451016/x160668_Sadiq_Khan_Manifesto.pdf?1457451016, page 5

⁹³ <https://www.london.gov.uk/press-releases/assembly/keep-congestion-charge-exemption-for-phvs>

⁹⁴ <https://www.london.gov.uk/press-releases/mayoral/jobs-under-threat-from-brexit>

⁹⁵ <https://www.theguardian.com/technology/2017/sep/22/uber-licence-transport-for-london-tfl>

MYTH: 'A Mayor for all Londoners'

REALITY: In his manifesto, Sadiq Khan pledged to be 'a Mayor for all Londoners'. From this report, we struggle to see how this can be the case. Perhaps he is a Mayor for all Londoners unless you are a private hire operator trying to make a decent living. Or if you are a hard-working family trying to purchase your first home. Or if you are one of London's millions of commuters who will suffer the effects of TfL's disastrous finances. Sadly, the list could go on and on.

MYTH: 'I will keep the GLA council tax precept down as far as possible'

REALITY: Sadiq Khan pledged to Londoners that he would keep their tax bills as low as possible over the course of his mayoralty. However, his choice to increase the GLA council tax precept each year since he became Mayor says otherwise. The figures speak for themselves - the Band D precept total was £280.02 in 2017/18, £294.23 in 2018/19 and £320.51 in 2019/20 - an increase of 14.4 percent overall. Most recently, GLA Conservatives demonstrated in their amendment to the Mayor's 2019/20 budget that the Mayor could actually afford to freeze the non-policing element of the GLA precept - therefore leading to a real terms tax cut for millions of Londoners - whilst still fully funding the core GLA family services.⁹⁶ Yet, the Mayor passed up this opportunity to make efficiencies elsewhere at City Hall and instead chose to increase council tax for Londoners. In addition to this, during his campaign, the Mayor supported the decision to cut the Olympic precept for the next financial year.⁹⁷ Despite the sole intention of the Olympic precept being to fund the 2012 games, which it did, the precept remains.

⁹⁶ https://www.glaconservatives.co.uk/uploads/1/1/7/8/117899427/conservative_group_amendment_25.02.19_final_version.pdf

⁹⁷ https://d3n8a8pro7vhmx.cloudfront.net/themes/569cb9526a21db3279000001/attachments/original/1457451016/x160668_Sadiq_Khan_Manifesto.pdf?1457451016, page 5



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