

Questions about HS2

1. Doesn't HS2 improve connectivity between our big cities?

NO To travel between Manchester and Leeds by HS2, you will first have to go south to Birmingham; change trains; then up north again! Leeds to Paris? There are no current plans for through trains between HS2 and the Continent. Links to the UK main hub airport? Shelved in the current plans. This is madness not 'connectivity'.

2. Do we need HS2 because of a 'capacity crisis'?

NO The capacity crisis is in **commuter** services. HS2 is **long distance, with few stops**. Moreover, Virgin trains are among the **least crowded** trains serving London. And there are already 3 services between London and Birmingham – is a 4th service really your top investment priority for coping with the real UK commuter capacity crisis?

3. Won't HS2 give us much needed jobs?

NO As a job creation scheme HS2 is eye-wateringly bad value for money. **Each** job which HS2 Ltd says it will create would cost somewhere between £350,000 and £420,000. In comparison, each job created in the wider economy costs a quarter of that. Many of these will be **relocated** not **new** jobs and one study calculated that 50 local economies will **suffer** from HS2. And most of the claimed HS2 jobs would not arrive until the 2030s.

4. Will HS2 solve the 'north-south divide'?

NO Which region will get most jobs benefit from HS2 according to official figures? **London**. So what's that about HS2 tackling the North-South divide?

5. Do the public support HS2?

NO According to YouGov, 55% oppose it, including 60% of Labour voters. Telegraph /ICM showed 68% think HS2 should be scrapped. So why is your party voting for it?

6. So what will HS2 cost to construct?

If you are squeamish, look away now. £42.6 billion is the 'official' figure but look what it excludes: £8 billion for the actual trains; £30 billion interest payments; £16 billion new power supply; £14 billion 'Crossrail 2' to cope with extra passengers to Euston; £60 billion ongoing subsidy; more for any link to Heathrow; more for the transport links between all the new stations and their inner cities; more for the revised Euston Station; more for mandatory compensation; more for what else? Labour said £50 billion was their 'top'! Is one elite train service, requiring this magnitude of costs, really your top priority for investment in UK infrastructure?

7. What will it cost to use HS2?

The Government is pretending there will be no premium for HS2 fares. The extra fare for using HS1 in Kent is around 20% at peak times and 48% off-peak. Moreover, the fares for the conventional speed alternatives to HS1 have been increasing more than most other UK fares to make HS1 more attractive. On the Continent the premium for high speed goes up to 206% (Amsterdam Brussels). Philip Hammond said "a factory worker in Manchester might never use HS2" – 70% of HS2 users are forecast to be 'businessmen' whose fares come out of expenses. We will all pay for HS2 but only some of us will be able to use it.

8. Is HS2 environmentally good?

The shift of passengers from air to HS2 will be 1% and only 4% from cars. HS2's ultra speed will use 3 times as much energy as classic trains. HS2 will impact on 130 protected wildlife sites just between London and Birmingham. There are good reasons why The Greens are against HS2.

HS2 – no business case, no economic case, no environmental case, no social equity case, no money to pay for it. Just madness.

What we want is investment in rail that will address the top priority issues, right across the country, starting now. The case for HS2 is full of half-truths, guesses and deception. Don't be hoodwinked!

Do you REALLY still support HS2???