

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 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. 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? What's more, given the choice between better transport in the north (such as TransPennine electrification) or HS2 to London, almost everyone picks projects in the North. But the Tory government has put two electrification projects on hold, and is carrying on with HS2.

3. Do the public support HS2?

NO According to YouGov, just 32% of people support HS2. Opposition to HS2 is strongest in the north and amongst Labour voters. So why is your party voting for it?

4. Is HS2 good for the environment?

NO HS2 is extremely damaging to the environment. As well as passing through about 160 sensitive environmental sites, causing huge damage to ancient woodland, SSSIs, and other precious landscapes, HS2 Ltd have said that the carbon costs from building HS2 won't be offset by any carbon savings until after 2086. In fact, HS2 Ltd has said that HS2 may still be causing increased carbon emissions for over 120 years. Higher speeds mean more carbon. And just 1% of passengers will use HS2 instead of air travel with only 4% transferring from cars to 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!

HS2 - What will it really cost?

The official budget for HS2 is £50 billion - but this is in 2011 prices.

This eye watering sum does not include all the necessary spending such as local transport infrastructure needed to link to the new HS2 stations.

HS2 Ltd has a budget for Euston of £2.25 billion - and this does not include rebuilding the existing station as originally intended. It is just to add some platforms for the HS2 trains.

Crossrail 2, needed for all the extra HS2 passengers arriving in Euston, will be an extra £20 or £27.5 billion. Then there are the costs for the interest payments and the power supply ...

When he was appointed chair of HS2, David Higgins was asked to reduce costs - but failed to find any savings. Instead parts of the project, like the link to HS1 and the Heathrow Spur have been dropped. After spending £50 billion on HS2 there will still be no link for these trains to the Continent.

A House of Lords report said simply allowing for inflation, the cost would be £56 billion in current prices. Adding in all the other omitted elements needed for HS2 could cost anything up to £138 billion.

Although everyone would pay for building HS2, whether they use it or not, long distance train travel is mostly used by the wealthiest in society. But the Conservative government is ruling out higher fares for HS2. So everyone will be picking up the tab to subsidise the few using HS2.

HS2 Ltd has never managed to keep costs under control: originally supposed to cost £33 billion, the cost went up to £50 billion in 2013. It hasn't gone up since, but important parts have been dropped off, like the link to HS1. Don't be hoodwinked – they will still need to be built.

Meanwhile transport projects which would benefit ordinary people are being cancelled and delayed... The Major Projects Authority report on HS2 indicated that HS2 could not be afforded as well as all the other likely transport spending commitments.

Labour said £50 billion was their 'tops' for proceeding with HS2. Where do you stand now? Is one elite train service, requiring this magnitude of costs, really your top priority for investment in UK infrastructure?

STOP  **HS2** **No business case.**
No environmental case.
No money to pay for it.
www.stophs2.org