

STOP



H S 2

HIGH SPEED RAIL 2

No business case. No environmental case. No money to pay for it.

www.stophs2.org

Our campaign

- 100 local action groups, 3 national organisations – challenge to hold together
- High speed = straight route, environmentally destructive – angers many
- Passes through wealthy areas – farmer and landowner opposition
- Many opponents are ‘non-political’

First stage of high speed network



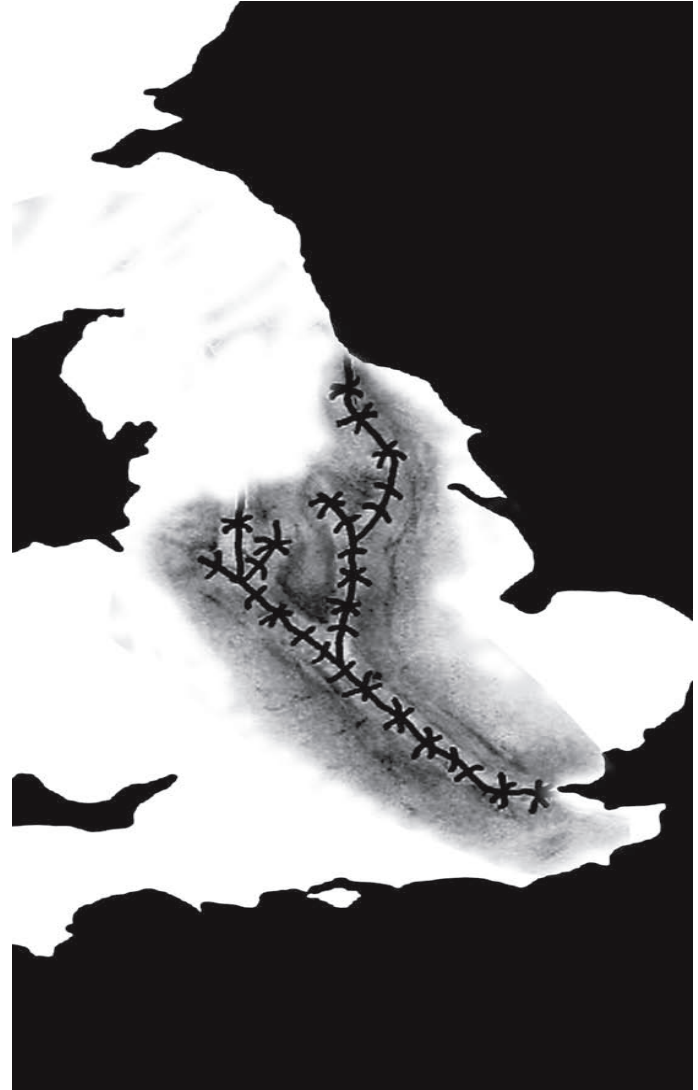
The biggest infrastructure project in Britain for a century

£44,000,000,000 - £2000 for every household

**A useless mega-mega-
project!**

Recent good news.....

Government agencies
– National Audit
Office, Major
Projects Authority,
MPs Select
Committee, are
severely critical of
HS2



.... and more good news....

HS2 cost rises by **£10bn** to £44bn -
on the same day that the
government announces **£11bn** of
austerity cuts in state
expenditure

.....and as a result.....

- We're winning the 'professional' war – few academics support HS2
- We're winning the media war. Most national newspapers now sceptical about HS2.
- We're winning the war in private – MPs tell us they are against but daren't vote against
- But we're not winning over the key decision makers – still cross party support nationally, and in the few provincial cities which will have a station

Why?

- We need to know what decision makers are really thinking in order to counter what matters to them - recognising there is a difference between what they are saying and what lies behind the rhetoric
- So what are they thinking and what is the response?

What they say 1

HS2 is an engine for growth
– a magic bullet which
will solve all problems

But it is not.

- *New rail links mostly redistribute not create jobs*
- *Each new job government predicts from HS2 would cost £400,000!*



What they say 2

There is a capacity crunch on the rail network

No

- *Improving the existing network deals with capacity issues much quicker and cheaper than HS2*
- *The real capacity issue is on suburban commuter services not inter-city*
- *And is partly caused by the pricing regimes of the privatised train companies*

What they say 3

HS2 will help bridge the divide between the prosperous South and struggling North

No

- *New HSR routes reinforce the position of the strongest city – London*
- *What the North needs most is improvement of the network between provincial cities*

What they say 4

Investing in infrastructure like HS2 will kickstart growth after the crisis

No

- *This needs 'shovel ready' projects not one finished in 2032*
- *Many smaller infrastructure schemes would be more effective*

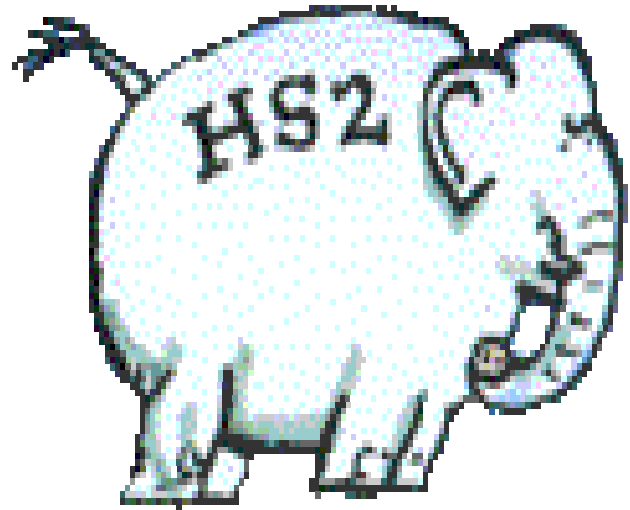
But are these really the
drivers of HS2?

What are the hidden
agendas?

Hidden agenda 1

It's a political vanity project

But who wants to be associated with a ruinously expensive white elephant?



Hidden agenda 2

Work and super-profits for big construction firms

Many smaller infrastructure investments would spread the profits (and jobs) much more widely

Hidden agenda 4

Birmingham as the new Heathrow runway? It's planes not trains, stupid!

Will air passengers really be willing to transfer from Heathrow to Birmingham?

We need to counter both
the explicit and the hidden
agendas

What's next?

The next two years will be crucial:

- European elections 2014.
- UK Independence Party (UKIP) opposes HS2 and could do very well
- Greens also oppose
- General election 2015 - who will win and will HS2 survive?



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