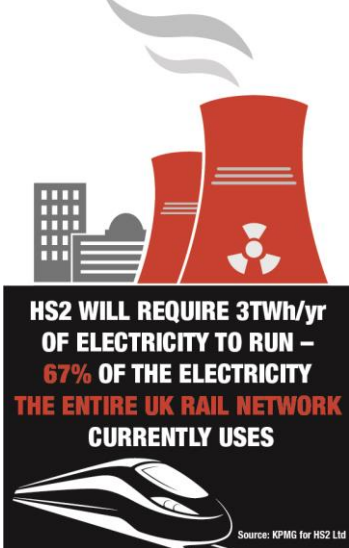
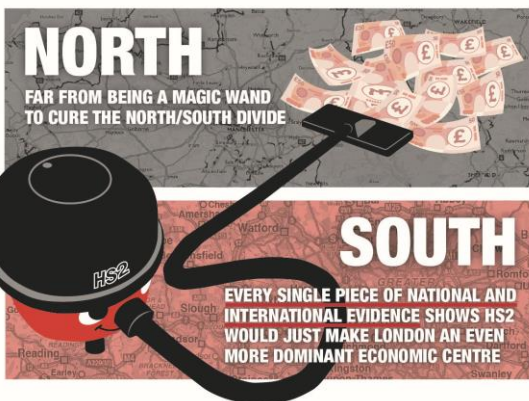


HOLD THE LINE



In 2011, the Green Party voted to continue to support the principle of High-Speed Rail, but **to oppose the HS2 project**. This decision was taken because GPEW believes in evidence-based policy. We could see that HS2 had been designed in the most environmentally damaging and wasteful way possible, that it was already been mismanaged and the costs were out of control. Since that decision, the Green Party of England and Wales has been totally vindicated in that stance. **WE HAVE BEEN PROVEN COMPLETELY RIGHT**, as HS2 has gone from one disaster to another. All attempts to scrutinise the project have been ignored, all of the well-founded criticism has been dismissed, and there has been not a shred of integrity or transparency as HS2 has been run in the most unaccountable way possible.

The costs of HS2 have gone from £15.7bn, to £32.7bn, to £42.6bn, to £55.7bn, to £88bn, then to over one hundred billion. In 2023, due to out of control costs, Phase 2 of the project North of Birmingham was cancelled (the links to HS1 and heathrow had already gone), yet the costs for just Phase 1 are likely to still come out at over £100bn as the costs keep going up and up. The reason the costs keep going up is because HS2 exists because the construction industry successfully lobbied to be allowed to build the most expensive railway in history.



Despite the fact that **opposing HS2 means the Green Party has been completely vindicated**, changing this policy on HS2, to back this unmitigated disaster will be debated at this conference. Originally submitted as "Fully Fund HS2 and NPR", coming back for it's 4th conference means that the now rebranded motion "Green Rail Strategy for the Midlands and the North" has ended up top of the 'E' agenda, meaning it has to be debated at this conference, and you will have to take a position, one way or another.

For six years, HS2 was rated as "amber-red" by the Infrastructure and Projects Authority meaning it was in danger of failing, until finally HS2 was rated as "red" meaning it had already failed. In Parliament, the Public Administration and Constitutional Affairs Committee has found HS2 Ltd had a **"Culture of Misinformation"** and **"Complete Disregard"** of the Public. The Parliamentary and Health Service Ombudsman found it HS2 Ltd was dishonest, misleading and inconsistent and guilty of **"Maladministration"**.

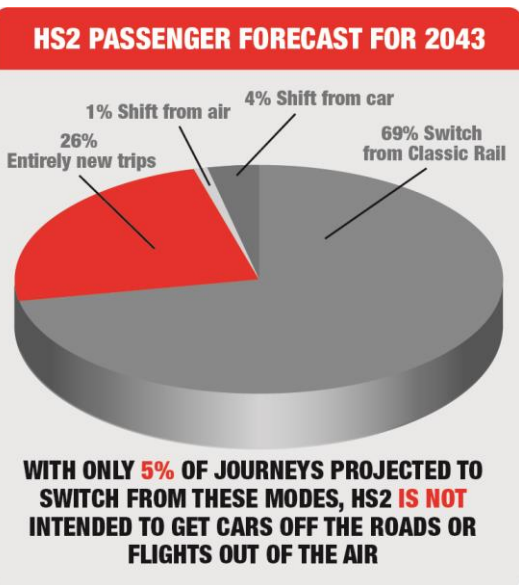
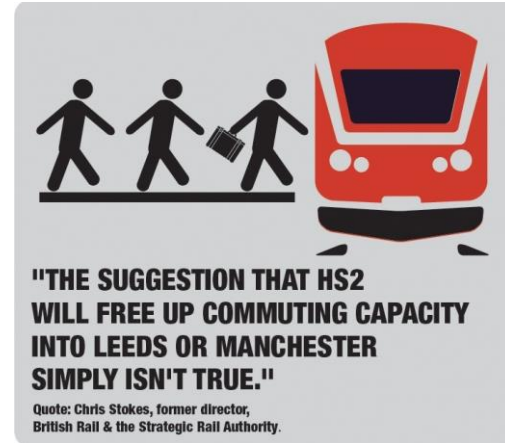
It's a matter of fact that MPs were lied to on costs before a vote on HS2, so it's no surprise that former Rail Freight Group Chair Lord Berkley said HS2 was "Rampant with Fraud", but for some reason HS2 Ltd felt the need to record the sexual preferences of campaigners (see QR code)..



HOLD THE LINE

THIS IS THE BORING MORE DETAIL-HEAVY BIT ON WHY THE ARGUMENTS FOR HS2 ARE SPIN

One argument put forward by lobbyists for building HS2 is that removing fast trains will 'free up capacity' on existing lines for local services and freight. This just isn't true. Those 'fast trains' are actually local services too. Trains running between London, Birmingham and Manchester call at places like: Stockport, Wilmslow, Macclesfield, Crewe, Stoke-on-Trent, Stafford, Wolverhampton, Sandwell & Dudley, Coventry, Lichfield, Tamworth, Nuneaton, Rugby, Milton Keynes & Watford. Those trains would still have to run.



The argument that local trains travel at the same speed as freight trains and these similar speeds mean there would be more capacity is simply not true, as anyone who has ever been stuck behind a freight train will know.

The idea that HS2 could 'free up capacity' also ignores the fact it would need a massive ongoing subsidy which might even threaten the viability of existing services, let alone take away the money to run new ones.

the 250 mph design speed dictates everything about the project: minimising functionality and flexibility, prohibiting freight, denying intermediate stops and maximising not only the cost of building, operating and maintaining the railway but also the carbon footprint, land take and damage to the environment and communities,

Supporting HS2 now is simply standing on the wrong side of history, backing a 19th century solution for a 21st century world.

