Greens4HS2 Conference Newsletter, Autumn 2024

VOTE FOR E01

Greens4HS2

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WHY DO WE NEED HS2?

CAPACITY, CAPACITY, CAPACITY

Building new railway lines between Birmingham, Manchester and Leeds is about much more than faster journeys - its real value is the **massive capacity boost it gives the existing railway network**.

How does it do that? Our Victorian network has served us well, but it can't be used more efficiently because it's got to shoehorn in trains that all go at different speeds, getting in each others' way: long-distance expresses, inter-urban, local stoppers and freight.

HS2 fixes that by taking away the capacity-hogging expresses and putting them on their own lines. This gives us two massive benefits:

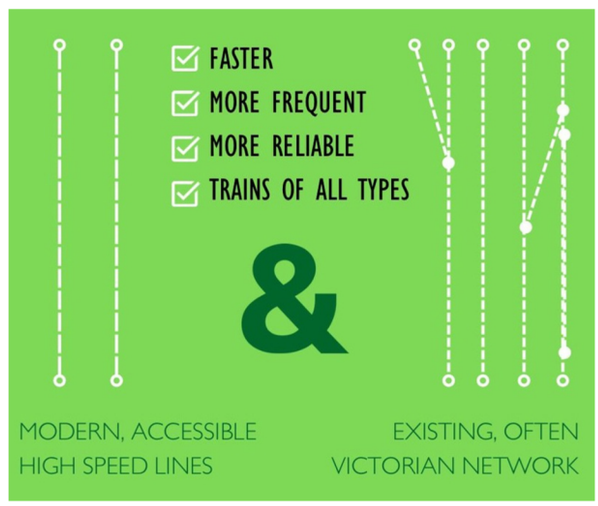
- **many more local, regional and freight trains** can run on the existing network once platforms are cleared and trains are all going at similar speeds
- the new lines mean **faster and roomier express trains** - a real **alternative to cars and domestic flights**.

The Eurostar, known as HS1, faced opposition too, but it became popular once it was built. London's Crossrail has been the same. Other countries are building high speed rail: Why is the UK so far behind?

FAQ:

Q: How many ancient woodlands are being affected?

A: Phase 1 and 2a of HS2 directly impact 43 sites. Just 39 hectares of woodland are lost in 155 miles of railway. The Lower Thames crossing, a 15 mile motorway, impacts 45 hectares. In fact, we lost 360 sq km to road building in the last 10 years.



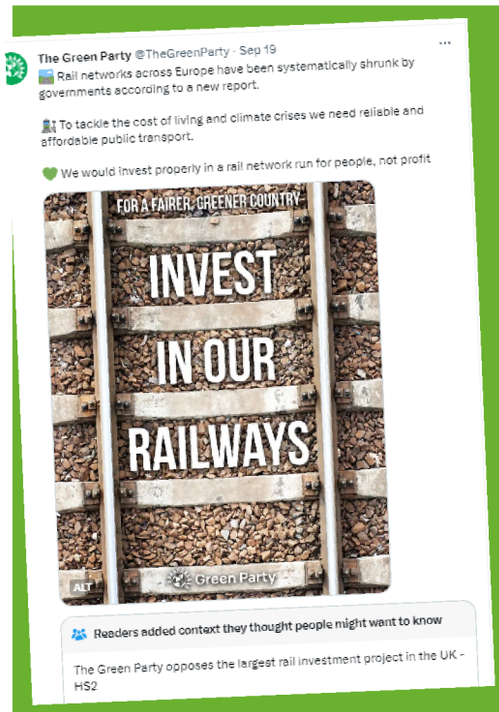
WHO ARE WE?

Greens4HS2 has members from over 50 local parties. We each have our own reasons for supporting investment in our new high speed railway.

Many of us started out opposing HS2, till we found out the facts.

We came to understand that we need HS2 if we want really sustainable transport in the UK in future.

Check out our website for more information. **hs2.green** or scan the QR code



THE PUBLIC ARE QUESTIONING OUR CREDIBILITY!

Do we support our railways, or not??

Our Transport Policy says that we support a new north-south high speed line in principle, but our actions and statements about HS2 suggest otherwise.

Although our 2024 GE manifesto didn't mention HS2, policy statements passed in 2011 and 2019 and our 2019 GE manifesto opposed HS2 as designed. Now, though, with much of the more damaging portions completed and the potential benefits under threat, **our position is increasingly difficult to explain**.

We have not been able to champion **high speed rail as an alternative to domestic flights** or make the case for why rail should be built instead of roads.

We now find ourselves **unable to fight for the rail links in the Midlands and North** that make the whole HS2 project worthwhile.

It is **time to review and clarify our position**. Should HS2 be built in full, or abandoned as a testament to a lack of vision for a sustainable future?

Our Policy for a Sustainable Society (PSS)

TR244 The Green Party believes that long-distance service provision should not concentrate on high speeds where this will affect local service provision or take up an excessive amount of limited resources. **The Green Party supports the principle of a new north-south high speed line which would reduce the number of short-haul flights within the UK.**

> **"The Green Party opposes the largest rail investment project in the UK"**
>
> Twitter/X "Community Note"

Vote for E01: Green Rail Strategy for the Midlands and the North

The **two northern legs** of HS2 are vital. Without them, the north will not get the east west links it desperately needs and deserves.

- **Oppose Tory and Labour cuts** to northern rail investment
- **Release capacity** to take more freight and passenger traffic off the road
- Build a fast connected network that will allow us to **ban domestic flights**
- Give us a strong voice to **hold HS2 Ltd to account for biodiversity and habitat** as a **critical friend** that governments and contractors will listen to
- Ensure that the new capacity HS2 creates is used to **benefit local communities in the Midlands, North West and Yorkshire**
- Campaign for **active travel links** and spaces for bikes, wheelchairs and prams
- Ensure **Wales gets its fair share** of government rail funding

FACT-CHECKED

"HS2 is a private sector railway"

HS2 is a public railway, not a private one. We own it: HS2 Ltd is a part of government, like Ordnance Survey, not a private company. It hires contractors to build the railway. 20,000 people are working on HS2 on 300 different sites this year. Their jobs are now at risk.

Got 2 mins and a bit?
Check out our video!