

RAIL – THE ENGINE FOR CHANGE

Railfuture 2014 Summer Conference - Saturday 21st June 2014

University Centre, Granta Place, Mill Lane, Cambridge, CB2 1RU

David Statham, Managing Director of First Capital Connect since May 2013, started his railway career as a British Rail management trainee 20 years ago. Immediately before his promotion he led the development of FirstGroup's strategy for the expanded Thameslink, Southern and Great Northern franchise. He has held a number of senior roles with a strong focus on customer service and major project delivery.

Paul McMahon, became Network Rail's Director of Freight in June 2013, succeeding Tim Robinson, after more than eight years at the Office of Rail Regulation as Deputy Director, Railway Markets and Economics. His team provides a national focus for freight and supports Network Rail's commitment to the freight sector, delivering initiatives to improve freight performance, capacity and capability for a growing freight sector

Bob Menzies is the Service Director for Strategy and Development at Cambridgeshire County Council and is responsible for Major Infrastructure Delivery, Transport Strategy, Policy and Funding, Growth and Economy, and Passenger Transport. He was previously, Head of Major Infrastructure Delivery responsible for delivering new transport infrastructure including new roads, railway stations, cycleways and the controversial Cambridgeshire Guided Busway.

Jeremy Smith is the Transport and Infrastructure Strategy Manager and Cambridgeshire County Council, including rail infrastructure projects. A Civil Engineer by training, he has been at the council since 2001 continuously in transport roles, having previously been Transportation Officer at Kent County Council.

Chris Starkie is Managing Director of the New Anglia Local Enterprise Partnership, the private-public economic development partnership for the counties of Suffolk and Norfolk. Chris guides the strategic direction of the LEP, ensuring it retains its focus on creating jobs and removing the barriers to economic growth. He was editor of the East Anglia Rail Prospectus which brought together politicians, businesses and rail users to promote improvements to the region's rail network. He was previously chief executive of Shaping Norfolk's Future, the economic development partnership which was responsible for campaigns including improvements to the rail network and prior to that was business editor of the Eastern Daily Press.

George Freeman, MP for Mid-Norfolk, was elected to Parliament in May 2010 after a 15-year career in and around the Cambridge cluster supporting high growth business. He has written and spoken widely on the potential of Britain's science and innovation economy to support a sustainable economic recovery and unlock huge trade and inward investment opportunities in fast emerging global markets. He played a central role in the successful campaigns to upgrade the Cambridge-Norwich railway and Ely Junction bottleneck, and is continuing to campaign including improvements in station facilities (WIFI, bike racks, cafes) which could turn stations into "getaway hubs" of revitalised towns.

Jim Chisholm was in a traffic and transport research environment for some 15 years, including a number working on public transport issues. Since moving to Cambridge in 1985 he has been active in campaigning for sustainable transport. He was the driving force for Shelford to Cambridge cycle route running alongside the railway south of Cambridge, and is pushing for other schemes including a route to link the new Cambridge Science Park station with the existing city centre station, a scheme which is now referred to as the Chisholm Trail. Although seen locally as primarily a 'cycle campaigner', he has far wider interests in sustainability, especially in the transport field.



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