

[Press release: Queen approves appointment of Suffragan Bishop of Penrith](#)

The Queen has approved the nomination of the Reverend Dr Emma Gwynneth Ineson, BA, MPhil, PhD, Principal of Trinity College, Bristol, to the Suffragan See of Penrith, in the Diocese of Carlisle in succession to the Right Reverend Robert John Freeman, BSc, MA, who resigned on the 5 April 2018.

[Press release: Dean of Chester](#)

The Queen has approved the nomination of the Venerable Timothy Richard Stratford, BSc, PhD, Archdeacon of Leicester in the Diocese of Leicester, to be appointed Dean of the Cathedral Church of Chester, following the resignation of the Very Reverend Gordon Ferguson McPhate, MB, CHB, MA, MD, MSc, MTh, on 30 September 2017.

Notes for editors

The Venerable Dr Timothy Stratford is aged 57. He studied at York University for his BSc and also at Sheffield University for his PhD. He trained for the ministry at Wycliffe Hall, Oxford in 1983. He served his title as a Curate at Mossley Hill in Liverpool diocese from 1986 to 1989 and then as Curate from 1989 to 1991 at St Helen, St Helens. From 1991 to 1994 he was the Bishop of Liverpool's Domestic Chaplain. He was Vicar at West Derby from 1994 to 2003. From 2003 to 2012 he was Team Rector at Kirkby in Liverpool diocese. Since 2012 he has been Archdeacon of Leicester. He has served the national church as a member of General Synod for fifteen years and the Liturgical Commission for ten years. He has written and edited a number of books and booklets focusing mainly on contextually dependent worship and mission. His PHD was awarded in 2009 for a study of the mid-Victorian Slum Priest Ritualists.

Timothy is married to Jen and they have 3 children and one grandson. His interests include photography, cycling and music.

Notice: E1 60L, Interxion Carrier Hotel Limited: environmental permit issued

The Environment Agency publish permits that they issue under the Industrial Emissions Directive (IED).

This decision includes the permit and decision document for:

- Operator name: Interxion Carrier Hotel Limited
- Installation name: Brick Lane Data Centre
- Permit number: EPR/QP3434DR/A001

Press release: New charity investigation: Grangewood Educational Association

The Charity Commission has announced today that it has opened an investigation into the [charity](#) that runs Grangewood Independent Primary School in Newham, and has frozen the charity's bank account following serious concerns about the charity's governance. The investigation was opened on 15 April 2018 and on 27 April 2018 the regulator appointed joint interim managers to run the charity.

The charity's purposes include promoting and providing for the advancement of education in accordance with the doctrines and principles of the Christian faith.

The charity has been experiencing financial difficulties and entered into a company voluntary arrangement in 2014. The charity's premises were sold in 2015 which has allowed the school to keep operating. As a result of the death of one trustee and the resignation of another, the charity has recently been functioning with only one trustee. This is in breach of the charity's governing document which requires 3 trustees to make decisions.

The Commission opened an inquiry to investigate its concerns and has taken action to freeze the charity's bank account and protect the charity's funds following a meeting with the charity's trustee and their advisers. The Commission's engagement was prompted by recent complaints about the charity's governance and management.

The inquiry will examine the following regulatory issues:

- the governance, management and administration of the charity by the trustees, with particular regard to:
 - the extent to which the trustees have complied with the governing document of the charity;
 - the financial control and management of the charity
 - whether the trustees have avoided or adequately managed potential conflicts of interest;
 - the extent to which the trustees complied with the requirements of the Charities Act when disposing of the charity's property in 2015; and
 - decisions regarding the charity's future
- whether connected party transactions and remuneration to trustees have been properly authorised

Due to the lack of effective governance oversight over the charity, the Commission has appointed Geoff Carton-Kelly and Jason Daniel Baker of FRP Advisory as joint interim managers of the charity. This means that they will take on full control of the day-to-day management and administration of the charity from the current trustee until the Commission makes a further order.

The school presently remains in operation. Part of the Interim Managers' duties will be to establish the viability of the charity and the school it operates and determine the most appropriate option regarding the charity's future.

Ends

Notes to editors

1. The Charity Commission is the regulator of charities in England and Wales. To find out more about our work see the [about us](#) page on GOV.UK.
2. Search for charities on our [check charity](#) tool.
3. Section 46 of the Charities Act 2011 gives the commission the power to institute inquiries. The opening of an inquiry gives the commission access to a range of investigative, protective and remedial legal powers.

**[Press release: Report 06/2018:
Passengers struck by a flying cable at](#)**

Abergavenny (Y Fenni) station

PDF, 11.1MB, 45 pages

If you use assistive technology (such as a screen reader) and need a version of this document in a more accessible format, please email enquiries@raib.gov.uk. Please tell us what format you need. It will help us if you say what assistive technology you use.

Summary

At about 18:05 hrs on 28 July 2017, as a northbound passenger train entered Abergavenny (Y Fenni) station, a cable drooping from the station footbridge became caught on the train's roof. The train dragged the cable and caused it to be pulled from the footbridge until its end broke free from a distribution cabinet. Once free, the end of the cable struck a group of passengers on the footbridge stairs and caused minor injuries to three of them. A member of station staff who was on the platform, close to the footbridge, was nearly struck by the cable. The accident also caused damage to cabling running over the footbridge, the station buildings, and a signal at the end of the platform.

The cable, which provided the signal box at Abergavenny with its electrical power supply, had become detached from the cable tray running over the footbridge and was drooping down to the extent that it was foul of the train. It then caught on an antenna fixed to the roof of the rear vehicle. The cable was drooping because the nylon cable ties used to attach it to the cable tray had broken. The RAIB found that the cable had not been inspected periodically as required for electrical installations and the drooping cable was not identified during footbridge inspections. It was not reported during routine station safety checks, or after it was drooping below the bottom of the footbridge. An underlying cause was that Network Rail had no controls in place for the management of low voltage electrical supply cables that cross operational railway lines via its overline structures.

Recommendations

The RAIB has made three recommendations to Network Rail. The first calls for the replacement of the existing cable tray running over the footbridge at Abergavenny with a solution that will reduce the risk of cables hanging down. The second relates to documenting and implementing controls for the management of cables that cross operational railway lines via structures at stations. The third is to identify cables at stations that have the potential to droop over the operational railway and be struck by a train, and ensure that the responsibility for testing and inspecting these cables is documented.

The RAIB has also identified two learning points which relate to the importance of staff identifying drooping cables during safety checks and

staff reporting any cables they see that are drooping or hanging down over the operational railway.

Notes to editors

1. The sole purpose of RAIB investigations is to prevent future accidents and incidents and improve railway safety. RAIB does not establish blame, liability or carry out prosecutions.
2. RAIB operates, as far as possible, in an open and transparent manner. While our investigations are completely independent of the railway industry, we do maintain close liaison with railway companies and if we discover matters that may affect the safety of the railway, we make sure that information about them is circulated to the right people as soon as possible, and certainly long before publication of our final report.
3. For media enquiries, please call 01932 440015.

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