

Scunthorpe & Grimsby Advanced Motorists

Group No 7080 Charity No. 10631 August 2021 Edition

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The views and opinions expressed in this newsletter are those of the individual writers and not necessarily of IAM RoadSmart, nor the Scunthorpe and Grimsby group.

The current composition of our group is made up as follows:

Full Members - 83

Associate Members - 6

Total Members - 89

The Area Service Delivery Manager for our region (East Midlands and North Yorkshire) is

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Please have a look at our web page which includes lots of useful information including our **Monthly Quiz**



Group Website

<https://www.iamroadsmart.com/groups/scunthorpeandgrimsby>



SAGAM can be found on Facebook at:

[@SGAMG1](https://www.facebook.com/SGAMG1)



You can Follow us on Twitter:

[@ANDGRIMSBY](https://twitter.com/ANDGRIMSBY)

PLEASE NOTE: WE HAVE A NEW WEBSITE ADDRESS AND A NEW WEBSITE!
TAKE A LOOK AND LET US KNOW WHAT YOU THINK

Tim Stanley did a presentation on the 20th May this year and discussed the type of commentary he would like to hear when he is out with associates as well as qualified advanced drivers. Alen Hardman had a run out with Tim a couple of weeks later and Tim did the commentary. He then sent Alen some notes on his preferred commentary, although as he said at his presentation, it doesn't have to be this way. However, I'm sure you'll agree that coming from Tim, it's good to read, mark and learn! Below is the first instalment of a series of three, regarding Tim's commentary suggestions and guidance when driving.

Commentary helps to focus and increase concentration.

What you see, what you think, what you plan, what you do.

"Vision up, my new road is a single-track road widening to three-quarter width. Subject to 60 mph, a limit not a target. Dry level and good. This road is all about bends and limit points. I will mention gates/entrances to farm land if active. Passing for two with care, but heavies will require caution. Chewed verges and broken tarmac will affect brakes and steering, position over the crown mindful of adverse camber and super-elevation.

I need to stop safely in the distance I can see to be clear. (On my side of the road/in my lane)

The vehicle in front is a pathfinder, they can, I will mirror their line or better it.

Limit point is static, mirrors, creeps, matched at my approach speed, and now running.

The gear for the speed is, smoothly, gently 2nd, 3rd, 4th (2 second changes, 7 second mirror)

Limit point static, mirrors off the drive, covering the brakes. No brakes, road opens, limit point matched at 60 now running.

Downhill to bend left, limit point matched, bend opens mirrors"

The best way to deliver a concise and relevant commentary is – if it happens inside the car, mention 'MIRRORS' before any input. If it happens outside the car, mention the hazard/feature/danger then mention 'MIRRORS'

Broken Tarmac, Scarred Surface, Loose, Undulates, Chewed Verges, Super-Elevation, Adverse Camber, Crowns to the Centre *"This road is all about"*

SINGLE TRACK - Bends, Limit Points, Use of Pathfinder, to do the hard work. If he can, then I will. (Pathfinder is the vehicle in front, providing they stay in view. If you lose sight of the Pathfinder they provide much less information)

Rural Road, unmarked, with chewed verges, broken tarmac. Expect heavies and agricultural vehicles. I'll mention entrances to farm land and gates when they become active.

Scanning literally across open fields for the road, not relying on telegraph poles as they cut over the fields. Looking for finger board and sign for pedestrian right of way.

TWO-WAY - Bends and Limit Point. Progress, follow and the Overtake. Entering the Nationals three-way mirror check and over the shoulder for solos. Position for vision without sacrificing safety. Consider apex/trimming/straight lining. Taking some of the point to assist. Mindful of the vehicles towards. The overtake in on, moving into contact position. (Or not, moving back into follow) Junction marker options for the vehicle in front.

DUAL CARRIAGEWAY - The most dangerous type of road. Motorway speeds without the restrictions. Expect to see pedestrians, horses, agricultural vehicles and slow-moving vehicles and junctions at right angles with little or no warning.

MOTORWAY – Onto the road matching the speed to motorway traffic, motorway regulations apply, hard shoulders, junctions routinely posted one mile in advance. One mile exit board to plan board of junction, looking for the three, two, one countdown markers. Mindful of what goes off, comes back on. Displacement of vehicles and banked gaps.

NEXT MONTH – LIMIT POINTS

Hull & East Riding Social Night

There was a good turnout for Tony Greenidge on Monday 12th July at 7.30. Organised by the Hull & East Yorkshire IAM group, the meeting was conducted via Zoom. Tony began thanking all IAM members for their hard work, saying that hopefully in the future, we can make a difference.

The theme of the night was questions sent in by members of all groups invited including SAGAM.

The first question asked was about how we, as groups can appeal to younger drivers. Tony said the IAM needs to widen its remit and be all inclusive and a scheme to do young driver assessments is a part of that. The scheme started just before Covid but has only just been rolled out due to restriction imposed by the government but in April, May and June, the sales are in line with pre-covid sales.

Already, the IAM have changed tactics; they now target the parents of children who will be our future drivers and this seems to be working so far. The insurance group 'Marmalade' is on board and their Black Box which learner/new drivers fit into their vehicle recognises their driving habits. There are three levels of driving – Green Journey gaining the drivers three to five stars, Amber Journey whereby the driver gains 2 stars and the Red Journey which is where the driver has one star which is the one to avoid as if they occur, can lead to the policy being cancelled. However, there are a couple of warnings before that happens, plus they have the chance to undertake some driver training which is where the IAM come in. If after the first free warning the poor driving continues, a notification is given putting the driver on a probationary period known as Stage 1 which lasts for 30 days. If during this time, there is further poor driving, the policy holder will be offered two options. Option 1 the driver has to pay £85 to complete a Young Driver Module with the IAM RoadSmart (subject to availability) or option two, where they have to pay an addition premium on their policy of £125. Tony explained that since April, May and June, the uptake of modules is on par with pre-covid sales.

The next question asked could more be done in schools to increase the interest in advanced driving. Immediately, Tony said yes of course and a lot of young people as pleased that webinars are being used. He added that the publisher who is responsible for the IAM magazine, also publishes others such as the Good Food Guide and the like and advertising in these is bringing in more people for the webinars all of which make the IAM able to bring in large amounts of people all at once. The IAM are currently looking for funding for this from the DVLA

Next, Tony was asked about how groups can make the roads a safer place. Tony explained that the IAM are currently in talks with local authorities to raise awareness. He is also is trying to get connections between the local authorities and the IAM so they can help the individual local IAM groups, liaise better and easier with the LA's.

Tony also explained that the IAM are to use social media to target people. All the new Police Crime Commissioners (PCC's) have been contacted to see if they are on board for local groups to be subsidised. He said:

“We need a level of flexibility to enable us to attract more people and structuring sustainable deals to be longer lasting, building confidence and trust”

All the PCC'S have been congratulated on their new role and asked if the IAM could come to speak with them in relation to driving. He added that Lincoln PCC has used the proceeds from crime to assist with funding advanced courses, adding that at the moment the average age of an advanced driver is 60+.

The next question was asking if there is going to be a 'Skills for Women' day?

Tony said there was no money to be made out of the skills days but they were a fantastic experience and, as long as the IAM break even, they are fine. There are 14 ladies taking part this year, if groups can get more people, there will be more Skills days and HQ will help toward to funding. Following on from this question, someone asked if there were going to be more skills days in the North. Tony explained it was dependent upon the footfall as well as the availability of a suitable venue. Any ideas put forward, will be looked at to see if they are viable.

The new Digital Dashboard was the next topic. The MRM and DT systems are out of date and so the new DARTS Dashboard is now in use and looks after corporate training as well as other areas of training. Tony

said it has gone well so far and phase 2 is well on the way to completion. The old system wasn't PCR compliant but the new system is and was used at a festival the weekend before.

Next, Tony was asked if the IAM could commit to an annual amount for observers. He said, lots of groups have got together to hold sessions in order to reduce costs, adding that if groups let HQ know they need sessions, they will help.

Covid has a lot to answer for and after being asked how the IAM will regain the money it has lost because if it, Tony reassured the attendees that several scenarios have already been put together to determine the way forward. However, the IAM as a whole, is currently in a very strong position as it has performed well during the pandemic. A good forensic analysis has been completed for example, partners' conduct and financial positions whilst the pandemic has been ongoing have been looked at and penalties have been imposed for any not performing well.

Asked about Drink driving courses, Tony said these can now be done online and from a road safety perspective was better, because the people who attended them had received information to help them improve their driving skills. From the IAM's point of view, this method is much better as the running costs are a lot lower. He added that the way in which the IAM supports local groups has to be financially tight and reiterated that the IAM itself, is in a very good financial position. The people at HQ have to change. They must have the correct skills to carry out the role they were employed to do in order to move forward and make real changes, which have indeed, now been made.

Are in-car distractions when driving, dangerous? This question brought about a lot of discussion and Tony said the IAM was approached by BOSH and Thatcher and are now involved in the research regarding in-car technology. Some manufacturers seem to put technology in the wrong places such as below the dash board so the driver has to look down in order to see them, thus taking their eyes off the road. Tony said it's difficult for the IAM to influence the manufacturing of vehicles but just by working alongside the manufacturers, they are more able to minimize the potential for distractions. And, at the point of purchase, the people MUST understand how to operate the technology in their car. He said that the technology and autonomy in/with cars is a journey we can't stop and so we need to adapt and work alongside the technology. Life-long learning is due to change and during the last 50/60 years, the IAM have been working with the government and is now a committee member of the Road Safety Plan although they have to be careful so as not to make people think they are only doing it to make money. The government does seem have a positive outlook on this and it is now law that businesses follow legislation that forces employers to do certain things in relation to their employee who drive for their job. Many organisations still don't have a policy in place or even check that the driving licence their employee holds is valid. The IAM have asked for the checks to be made part of RIDDOR (Reporting of Diseases, Dangerous Occurrence Regulations) i.e. vehicle related accidents to be included in their accident records. Tony said the rules which are already in place need to be followed by all. In addition, the IAM are trying to get their courses accredited by an awarding body so they can be included in the CPD's of those who complete them. To conclude this subject, Tony said he believes that all observers should have training in electric cars in order for them to be able to pass on the correct information when out with associates. However, this may be rather difficult for some observers and so feels that the IAM should provide literature, for them to be better equipped for dealing with associates who have in-car technology. The IAM is ready to move away from traditional techniques and is willing to look at any ideas put forward and offer funding as long as they are cost effective.

A question was asked about whether or not a dash cam should be running when observers take associates out. Tony's view on the night was yes, he thought they should as it protects both the observer and the associate but he is not 100% sure so will ask Richard Gladman for clarification and let us know.

Benefits for IAM members were the next on the list. There are around 6,000 associates currently waiting as due to covid, there is quite a backlog but Tony said he believes there are quite a few of those who won't actually take their test. Membership by exemption gives groups the opportunity to swell their numbers when bringing new members in who have a suitable driving qualification already because why wouldn't we want to be open to people who for example hold the RoSPA qualification/s?



Safety Alert

Mobile phone and seat belts

15 June 2021

Background information

Using a mobile phone while driving and not wearing a seat belt are part of the **Fatal 4**.

Operation Tramlane* demonstrates the prevalence of such behaviors on the SRN, with over 50% of its identified offences being mobile phone and seat belt noncompliance.

We're trialing the use of systems in a live, on-road environment to better understand compliance. We're developing interventions to help us understand and subsequently mitigate against behaviors which pose risks to road users and workers.

Early data suggests these offences are happening at scale, with an average of 126 mobile phone offences and 56 seat belt detections per day. This data was taken from lane 1 only and therefore the scale of this risk could be much higher.

Directors and managers have responsibilities under the Health and Safety at Work etc Act 1974, to ensure any driving risks are minimised, underpinned by appropriate policies and procedures. These policies must be communicated to all drivers, so they are able to follow them. Policies regarding mobile phone use should be clearly explained, including in circumstances where staff may have cause to phone a colleague whilst driving.

For more information visit:

www.drivingforbetterbusiness.com

*<http://assets.highwaysengland.co.uk/Commercial+Vehicles/Operation+tramlane+leaflet.pdf>



Driver using phone, passenger without a seat belt

Lessons Learnt

- You are 4 times more likely to be in a crash if you use a phone, with your reaction time being 3 times slower.
- If you're caught using a handheld phone while driving, you'll get 6 penalty points and a £200 fine. If you're a professional driver, you could be fined up to £2,500, increased insurance costs and risk losing your job.
- Using a hands-free device (e.g. for navigation) is not illegal, but can distract you and affect your ability to drive safely and therefore should be avoided.
- In a collision, you're twice as likely to die if you don't wear a seat belt.
- Drivers and passengers who fail to wear seat belts are breaking the law and could face on-the-spot fines of £100, and in some cases, more severe penalties.

If you have any queries about this safety alert information announcement or any other safety announcement then please contact Amelia.Kirwan@highwaysengland.co.uk

HEi250

home safe
and well

Safety Alert

Tailgating

12 May 2021

Background information

Highways England are currently trialing detection technology to identify tailgating and nudge road users, to change their behavior, through early interventions comprising of; warning letters and educational material.

Tailgating is a factor in 1 in 8 casualties on England's motorways and major A roads* and is an offence of driving without due care and attention. This carries a minimum £100 fine and 3 penalty points and, in some cases, more severe penalties or court appearance.

Pre-COVID trials demonstrated offence rates of 200-300 per hour. Since November 2020 we have captured over 50,000 instances of tailgating and sent over 2,000 warning letters to repeat offenders (those identified two or more times).

Amongst these we have identified tailgating behavior among HE staff and our supply chain. We worked with the local site team to feedback behavioral insights as part of a proof of concept which saw a 100% reduction in tailgating behavior at this site, where site staff were identified, since intervention.

An informative leaflet, including a diagram to help understand safe stopping distances, can be found [here](#)



Lessons Learnt

- Keeping a safe distance from the vehicle in front gives you time to react and stop if you need to.
- The Highway Code says you should leave 'at least a two-second gap between you and the vehicle in front'. This gap is made up of the time needed for thinking and stopping. This gap should be at least doubled on wet roads and increased further on icy roads or when visibility is poor. Dependent on your vehicle type, a greater distance may be necessary.
- If you are being tailgated, just drive normally and do not speed up, signal left and move over when it is safe to do so.

* <https://highwaysengland.co.uk/road-safety/stay-safe-stay-back/>

Did You Know? - NASA finds mysterious system beneath Antarctica 'connected to whole Earth'

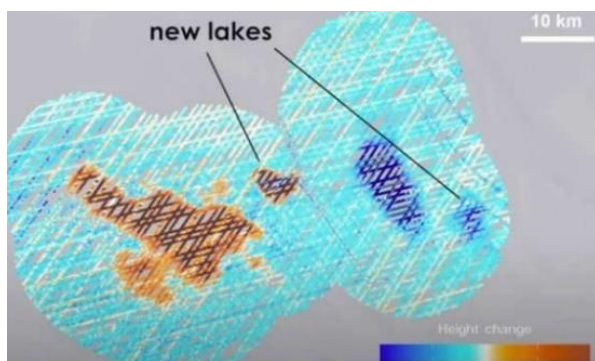
The icy continent is home to some 5,000 scientists around the year who study the unspoilt region to learn more about the Earth's history and the effects of climate change. Its barren landscape gives them access to a unique habitat where they can complete their research, despite temperatures dropping to as low as -90C. But under the frozen surface, there is a lot more going on than most realise.

Scientists at NASA have announced that they discovered two new lakes buried beneath the Antarctic Ice Sheet.



They form a part of a vast network of subterranean waterways hidden beneath 1.2 to 2.5 miles of ice.

These lakes are said to constantly fill and drain in mysterious cycles that may influence how fast the ice sheet moves and how and where meltwater reaches the Southern Ocean - a key process for global ocean circulation.



Study leader Professor Matthew Siegfried, a geophysicist at the Colorado School of Mines, said: "It's not just the ice sheet we're talking about. We're really talking about a water system that is connected to the whole Earth system."

Picture shows two new lakes which were found by NASA

This water system at the bottom of the ice sheet was first uncovered thanks to the help of NASA's ICESat* mission in

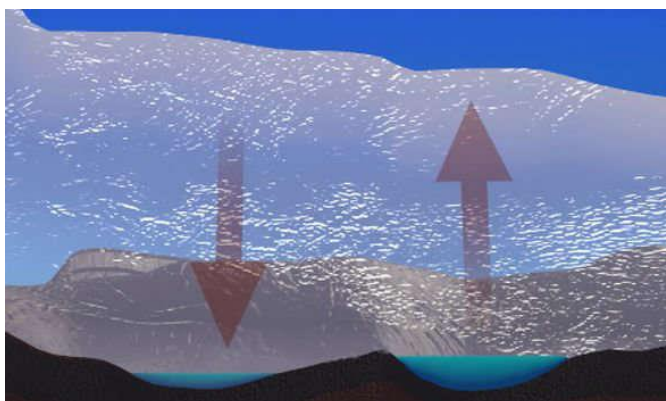
2003. After analysing data, scientists found that variations in ice elevation in West Antarctica reflected a vast mass of subglacial water movement underneath the ice sheet.

It had previously been believed that hidden meltwater lakes existed in isolation, cut off from one another. But in 2007, researchers found that fluctuations in the height of Antarctica's surface ice signified the movement of water flowing between a hidden network of subglacial lakes, which alternately fill and drain before their water escapes to the Southern Ocean.

Now, the ICESat mission's follow-up - ICESat-2 - is giving scientists an even clearer understanding of the mysterious network shown on the picture (right).



Prof Siegfried explained: "The discovery of these interconnected systems of lakes at the ice-bed interface that is moving water around, with all these impacts on glaciology, microbiology, and oceanography - that was a big discovery from the ICESat mission"



Picture shows how NASA is continuing to monitor the situation

Holy Land Part 2 ~ Nazareth and Galilee.

Although we often think of the Middle East in terms of division and conflict, the area is perhaps better thought of as the seat of the three great Abrahamic religions, Islam, Christianity and Judaism. I have now been privileged to visit this area a total of three times. These three articles are my take on the region, its history and people. Last time we looked at a small Jewish community and its unfortunate end. This time I would like to tell of the Northern town of Nazareth and its surrounding area – Galilee.

Best known as the place where Jesus grew up, Nazareth and the area of Galilee have an obvious connection to the Christian religion. After docking in Haifa, we opted for a full day excursion including a traditional Middle Eastern Fish and Chip meal on the shores of the Sea of Galilee.



The morning took us to Nazareth, and the Church of the Annunciation. Believed to be the place where Gabriel first told Mary that she was to bear the Christ-Child, the spot is marked with a small grotto. The inscription reads in Latin “VERBUM CARO HIC FACTUM EST”, or “The Word of God is made flesh”.

After a quiet hour in Nazareth, we continued to Capernaum and a visit to the Mount of Beatitudes, site of the famous “Sermon on the Mount” followed by lunch at a restaurant on the shores of Galilee.

The day ended with a slow drive around the Sea of Galilee, then South following the river Jordan.

Our final destination was Yardenit, a place on the river which is set aside for visitors of any denomination to practice Baptism.



Pictures.

1. The Sea of Galilee.
2. The Grotto of Annunciation.
3. The Garden of Beatitudes.
4. The Baptism Place.

Article very kindly supplied by John Wigmore



Electric Charging Points

I guess that there may be some amongst us who already have/or are looking to, venture/d into the electric car world. Personally, I feel that although for the planet it is somewhat of a necessity, moving toward, this type of technology is a risk insofar as we are relying on something that can and does sometimes go wrong. I'm sure the manufacturers take great care to build these machines to the ultimate safety requirements but I still have the nagging thought that if it does go wrong, it will really go wrong. However, that is the way forward and I, along with many others I guess, have no choice but to accept it and move on.

Here, we look at the government requirements for having an electric charging point at your home as well as the requirements to actually have one. Claiming the grant seems to me to be a little complicated with lots of ifs and buts but see what you think and have your say in the September issue.

Electric vehicles are a crucial step to decarbonising our transport system and reducing air pollution through zero tailpipe emissions. The government recognises that many people will want to charge their electric vehicles at home. The grant scheme is designed to help them do so.

The Electric Vehicle Homecharge Scheme (EVHS) is a grant that provides a 75% contribution to the cost of one chargepoint and its installation. A grant cap is set at £350 (including VAT) per installation. The main requirement is that a person owns, leases, or has ordered a qualifying vehicle and has dedicated off-street parking at their property. A person may apply for 2 chargepoints at the same property if they have 2 qualifying vehicles.

The grant works by a customer choosing an EVHS installer to install their chargepoint. The EVHS installer checks that they qualify and then applies on the customer's behalf. The installer will bill the customer for the price of the installation, less the grant amount they have applied for. If the application is successful, the installer will be paid the grant amount that they have offset from the customer's bill. The Office for Zero Emission Vehicles (OZEV) aims to process claims for experienced installers within 30 working days.

The government reserves the right to terminate the grant at any time but will aim to provide 4 weeks' notice. Should the grant rate change, or the scheme end, the government will honour grant claims made before the date of any public announcement subject to meeting all relevant criteria set out in this guidance. The announcement will detail how claims made after it will be treated.

Customer requirements

A customer will qualify if they have a qualifying vehicle and property as detailed below.

A customer is not permitted to claim for a grant if they have previously claimed against the scheme (or its predecessor, the Domestic Recharge Scheme) unless they own 2 eligible electric vehicles concurrently in which case a second chargepoint grant can be claimed. This includes if they:

- have previously claimed against the Domestic Recharge Scheme
- move property
- purchase a new chargepoint, even if it is for a new car that is not compatible with the old one
- update an old chargepoint to a new one
- want to claim against the cost of moving an existing chargepoint to a new property

If a customer is moving to a new house with an old chargepoint and they wish to replace it, they would be eligible for the grant (providing that customer has not previously claimed against the scheme and all other requirements are met).

Vehicle requirements

The following customers are eligible to access the grant:

- individuals who become registered keepers of a new or second-hand eligible electric vehicle – note that the registered keeper is not necessarily the owner of a vehicle, but the person responsible for the car that pays for road tax and MOT
- individuals who are assigned a company car for at least 6 months
- individuals who lease an eligible vehicle for at least 6 months
- individuals who lease an eligible electric vehicle through a salary sacrifice scheme
- individuals who are named, by their employer, as the primary user of an eligible electric vehicle for at least 6 months
- individuals who have ordered an eligible electric vehicle

In all cases, the customer must be able to provide evidence that they qualify under one of the above categories. The evidence required is described under [documents required](#).

This grant is for domestic properties only (for workplaces, refer to OZEV's [Workplace Charging Scheme](#)).

The grant is only for retrofit (existing) properties; it cannot be used for new-builds or properties that are not occupied.

The customer must be resident at the property. This will be checked via vehicle registration details. Where the link between the customer and the property is unclear, additional supporting evidence may be required (for example, a utility bill). The customer's property must have designated, private off-street parking. This may be co-located with the property or separate from it. Where the parking is separate, the customer must be able to demonstrate that they have a legal entitlement to the parking space through the provision of land registry title deeds.

The grant is not available where the customer does not own the parking or have sole legal right to it. This includes:

- rented spaces
- spaces shared with other properties
- spaces that provide access routes to other properties

The parking must be suitable for a chargepoint installation (a survey before installation must be conducted by the installer). The parking must be able to permit an eligible vehicle to be charged safely. The customer must be able to access the parking space at all times.

Eligible vehicles

To be eligible for the grant, the vehicle must be listed on the [EVHS eligible vehicles list](#) at the time of installation.

The list includes battery-powered and plug-in electric cars, vans, taxis and motorcycles. If a vehicle or model is not listed, it is not eligible for grant.

Vehicles are listed at the request of their manufacturers. If your vehicle is not present, contact the manufacturer of the vehicle to confirm why it is not listed.

Property requirements

This grant is for domestic properties only (for workplaces, refer to OZEV's [Workplace Charging Scheme](#)).

The grant is only for retrofit (existing) properties; it cannot be used for new-builds or properties that are not occupied.

The customer must be resident at the property. This will be checked via vehicle registration details. Where the link between the customer and the property is unclear, additional supporting evidence may be required (for example, a utility bill).

Any necessary third-party permissions (such as from a freeholder or managing agent of a block of flats) must be obtained by the customer before an installation occurs. This will be needed for rented or leasehold properties where it's the renter or the leaseholder applying.

Where an installation requires cabling or other parts of the installation to be placed in or on another person's property, or public land, access rights and permissions must be agreed by all parties using legally binding arrangements, such as legal covenants, before an installation begins.

There is no requirement to inform OZEV if you are moving a chargepoint to a new house or if you move house.

Dedicated off-street parking

The customer's property must have designated, private off-street parking. This may be co-located with the property or separate from it. Where the parking is separate, the customer must be able to demonstrate that they have a legal entitlement to the parking space through the provision of land registry title deeds.

The grant is not available where the customer does not own the parking or have sole legal right to it. This includes:

- rented spaces
- spaces shared with other properties
- spaces that provide access routes to other properties

The parking must be suitable for a chargepoint installation (a survey before installation must be conducted by the installer). The parking must be able to permit an eligible vehicle to be charged safely. The customer must be able to access the parking space at all times. If you do not have off-street parking, OZEV have a [grant scheme for on-street residential charging](#) that can be taken up by your local authority.

We are not able to permit arrangements that involve cables being placed over public land, such as pavements, even if it is temporary. Installers are expected to determine if the parking will permit an eligible vehicle to be charged safely. OZEV will not intervene in any negative assessment made by an installer.

Installer requirements

The grant can only be claimed by EVHS-approved installers (on behalf of their customers) who are accredited by a [Competent Person Scheme](#) at the time of installation. Details of authorised installers may be found on the [EVHS authorised installers list](#).

Equipment requirements

All chargepoints must be on the [EVHS approved chargepoint model list](#) at the time of installation.

It is important to ensure that the chargepoint model name is exactly the same as one stated on the eligible list. Claims will be rejected if the model claimed is not on the list. If a model is not listed, it is not eligible for grant. The chargepoints are listed at the request of their manufacturers. If your chargepoint is not present, contact the chargepoint manufacturer to confirm why it is not listed.

A customer may provide their own chargepoint if it's on the approved chargepoint model list and they can provide a manufacturer's 3-year on-site warranty. However, such equipment will not be eligible for a grant.

The installer may only claim for the cost of labour and other parts provided for the installation.

For details on what is covered by an approval, contact the chargepoint manufacturer.

Overview of process

A customer needs to ask an EVHS-approved installer to apply for the grant on their behalf. Customers cannot apply directly for an EVHS grant. Installers are required to process claims as this ensures that the requirements of the scheme are fulfilled and minimises the risk of incorrectly completed claim forms.

Dates in August

Events, celebrations, awareness events, saint's days, annual campaigns - UK and Globally.

Yorkshire Day

1st Aug 2021

Celebrated on 1 August to promote the historic English county of Yorkshire.

[Event Website](#)

International Owl Awareness Day

4th Aug 2021

International Owl Awareness Day aims to celebrate one of the most iconic bird species and raise awareness to their plight in the wild and what we can all do to help protect them.

[Event Website](#)

Sea Serpent Day

7th Aug 2021

A day to ponder on the myth of sea serpents

International Cat Day

8th Aug 2021

Organised by the International Fund for Animal Welfare, this is a day to think about your furry friend and appreciate everything you love about them.

[Event Website](#)

Universal & International Infinity Day

8th Aug 2021

Held on the 8th day of the 8th month of each year to celebrate and promote Philosophy and Philosophizing for the ordinary person.

[Event Website](#)

World Lion Day

10th Aug 2021

Founded by Big Cat Rescue to highlight the importance of the lion globally and to raise lion conservation awareness worldwide.

[Event Website](#)

Left Handers Day

13th Aug 2021

Your chance to tell your family and friends how proud you are of being left-handed, and also to raise awareness of the everyday issues that lefties face in a world designed for right-handers.

[Event Website](#)

International Orangutan Day

19th Aug 2021

Awareness for orangutans around the world, some of which are facing extinction within the next two decades.

Pets Corner - Neutering

Neutering pets is widely recommended for their health and wellbeing. Landlords are also more likely to accept neutered pets in their properties.

Neutering is a simple operation to prevent animals from reproducing. It involves the removal of the reproductive organs and is available for dogs, cats and rabbits. Most animals will recover quickly from their surgery and will be back to normal within a few days. It is very important to use a qualified veterinary surgeon to carry out the procedure. There is no evidence to show that having a litter benefits a dog. Pregnancy/giving birth can come with complications and looking after a litter of pups is hard work, expensive and time consuming – certainly not something to enter into without a great deal of thought and planning.

Neutering is very beneficial as for female dogs it:

- Prevents unwanted pregnancies
- Prevents **pyometra (an infected womb)**
- Reduces the chance of mammary (breast) tumours
- Prevents false pregnancy/ pseudopregnancy
- Reduces the chance of unwanted behaviours related to hormones (such as humping or aggression)
- **Stops seasons/ coming on heat**

And for male dogs, it:

- Prevents testicular cancer
- Reduces the chance of prostate problems later in life
- Reduces the urge to find female dogs
- Reduces the chance of unwanted behaviours related to hormones (such as **humping** or **aggression**)

Overview

- 'Neutering' is an operation to remove the testicles or ovaries from a dog.
- Castration = removing the testicles.
- Spaying = removing the ovaries (and usually womb).
- Most dogs can be neutered from 6 months old.
- Neutering is a routine procedure, performed by most vets on a daily basis.
- There are very many benefits and few disadvantages to neutering.

General Information

Neutering has many different names: castration, spaying, 'the snip', 'being done', 'being dressed', all meaning the same thing, an operation to remove the testicles or ovaries. Castration is specific to male dogs (means removing testicles), and spaying is the term for removing the ovaries (and usually the womb) from a female dog. Neutering prevents unwanted pregnancies, and provides a number of health benefits.

When to have your dog neutered

Most dogs (both males and females), can be neutered from 4-6 months old. Early neutering has many benefits, especially for female dogs, however, it's always important to discuss the decision with your vet because exact timings should be based on a number of different factors, including:

- **Breed/size:** if your dog is a large breed, your vet might recommend neutering them slightly later. You can find out more in **our neutering FAQs**.
- **Behaviour:** although some unwanted behaviours can be improved with neutering, some can actually be made worse (for example nervousness). For this reason, you should always talk to your vet or a qualified animal behaviourist before neutering your pet for behavioural reasons.
- **Weight:** Your dog needs to be a **healthy shape** to be neutered because overweight dogs have a higher anaesthetic risk and more chance of complications during surgery.

- **Being in season/on heat:** if your dog is **in season**, it's best to wait for 3 months before neutering her. Neutering during a season can be risky and cause hormonal problems afterwards.
- **Other health conditions:** if your dog is suffering from another health condition, especially one that is affected by hormones (such as juvenile vaginitis, pseudopregnancy, prostate problems or diabetes) it may change their ideal neutering time.

The Procedure – Preparation

Food and water - don't feed your dog anything for 6-8 hours before their operation to make sure their stomach is empty (so they don't regurgitate and choke under anaesthetic). This means no breakfast and no treats. Water is fine until 2-3 hours before their operation (i.e. take it up at 6-7am the morning of their surgery).

- **Health** - let your vet know if your dog has any health problems, or if you've been concerned about them in the days leading up to their operation.
- **Cleanliness** - if possible, make sure your dog is clean for their operation, bath them if necessary and remove any matted fur, mud or dirt. Don't worry if you are struggling to do this, just speak to your vet beforehand.

Before the procedure

Your vet will check your dog over, settle them in a warm, comfortable kennel and give them a light sedative to relax and prepare them for their anaesthetic.

After the procedure

Your dog will wake from their anaesthetic under the careful watch of a vet and/or vet nurse. They will then be placed in a warm, comfortable kennel to recover. Most dogs can return home a few hours after their operation, but some need to be monitored for longer.

Recovery, home care and check-ups – Rest

When your dog first comes home, they might be a bit sleepy and disorientated. This can last for several hours, but they will start to feel much better as the anaesthetic drugs wear-off (usually within 24-48 hours). Once your dog is feeling brighter and more energetic, it's likely that they will want to run around as normal, but it's important that they rest for 7-10 days to prevent any complications with the wound and internal stitches. If necessary, you may need to keep your dog on a lead, crate them, or confine them to one room. Once they have recovered from being neutered, you will need to return them to exercise very gradually.

Protecting the wound

It's likely that your dog will be given a protective cone/buster collar to stop them licking and nibbling at their wound. Speak to your vet beforehand if you would like a soft buster collar or a body suit for your dog.

Check-ups Your dog will usually need a check-up 2-3 days and 7-10 days after their operation to check they are healing well and feeling better after their anaesthetic. Talk to your vet if you have any concerns about them before their check-up.

Stitch removal

If your dog has dissolvable stitches, they won't need removing (dissolvable stitches are usually blue/purple coloured). If they have non-dissolvable stitches, they will need removing 7-14 days after the operation.

Dog neutering cost

It's impossible to say exactly how much neutering your dog will cost because prices vary between practices, and depend on the size of your dog and if they are male or female. If you phone your vets, they will be able to tell you, their prices.

