



Kay, back at the Royal Free (Photo: Royal Free Charity)

## Back at the Royal Free but to help out this time

SHELLEY-ANNE SALISBURY  
& THE ROYAL FREE CHARITY

Suburb News readers might recall an article we included in the Autumn 2021 issue of Suburb News about HGS resident Kay Graham who's leg was amputated as part of life-saving treatment for an abdominal aortic aneurysm. Luckily the aneurysm occurred when Kay was on a Zoom call with her local theatre

group, Garden Suburb Theatre. The other group members acted fast, calling an ambulance and her neighbour to help.

Kay was treated at the Royal Free Hospital and had a six-hour operation on her aorta. The swift action from her friends saved Kay's life but a lack of blood to her leg meant it had to be amputated.

Kay's recovery meant accessing lots of different services in various parts of London, which showed

her how complex the system can be, "Doctors understand your clinical needs, and nurses can talk to you about wound recovery, and physiotherapists will help you get your movement back, but each of them don't really know about what stage is next in the system, what happens next, how do you cope once you are home?"

Kay accessed the Royal Free Charity amputee support group while in hospital. The group meets online fortnightly for patients who are still on the hospital's wards and those further into recovery.

Kay now attends the group to offer advice to amputees who are just starting to navigate life after amputation, "I want to reassure people that an amputation is not the end of normal life. With help, and a fair amount of stubbornness, one can get all sorts of help. I try to explain what happens when you leave the hospital, how you get your prosthetic and how to access help from the local authority." As well as attending the support group, Kay visits the wards on a regular basis offering practical and moral support.

To find out more about the the Royal Free Charity, visit their website at [royalfreecharity.org](http://royalfreecharity.org).

## A new chapter for St Jude's (continued from page 1)

augmented by members of the Hampstead Garden Suburb Free Church choir and some professional singers as St Jude's choral scholars had exams the next day and were unable to attend.

The service was led by the Right Rev. Bishop Rob Wickham, the outgoing Bishop of Edmonton, with help from various members of the clergy. The Venerable John Hawkins, Archdeacon of Hampstead, installed Rev. Emily as the Priest-in-Charge after she had been licensed by Rob Wickham. The prayers were led by Elinor Delaney, the acting secretary of St Jude's PCC and keeping everyone in order were

the sidesmen, Michael Delaney, David White, Antonia Clayden and Sarah Smallbone.

Rev. Emily was supported by members of her family with her husband, Are, and his parents adding colour to the occasion in Norwegian formal dress.

It was a service full of hope for the future, a view shared by many in the well-attended congregation. It was really encouraging to see St Jude's so full for this very special occasion. Revd Emily was welcomed to St Jude's on behalf of its congregation by myself in my capacity as Vice-chairman of St Jude's PCC. Martin Russell, Deputy Lieutenant of the London

Borough of Barnet, welcomed her to Barnet and the Chair of Churches Together in Golders Green, Revd Robin Sims-Williams, welcomed her to the group. The Deputy Mayor, Councillor Nagus Narenthira, welcomed her on behalf of the mayor's office.

During communion, the choir sang the anthem I was Glad by Hubert Parry and the service was concluded with Nicholas Chalmers playing Widor's Toccata from his Symphony No 5.

After the service, there was a splendid reception at the back of the church with refreshments laid on by Kathy Cunnold and her team of volunteers.

## How to home-charge your EV in the Suburb if you park on the street

IVAN BERG

About a third of the houses in the Suburb have no drive-ways and no designated on-street parking spaces, so electric car owners have no way of charging their sparkling new pride and joy at home. Barnet Council's Street lamp charge points are few and far between, so EV owners often break the law by obstructing the pavement with one of those bright yellow striped trip-you-up rubber strips that hide and protect an extension lead that runs from the house. Of course this can only work if you can always park outside your house. Unusual in the majority of parked-up streets in the Suburb. Note: it is illegal to use cones, recycling bins, boxes etc. to claim your space.

There is a better way to get a cable across a pavement to your car. An underground duct terminating at the kerb with a socket in a weatherproof box. But this can cost up to £3,000 and requires planning permission and a designated electric car charging space. I can't see Barnet Council giving priority to an application, but you never know.

If this was my problem, (it isn't because I have off-street parking and don't own an electric car), I would avoid the faff and go the easy way by getting my own portable power-bank, such as the battery on wheels 'ZipCharge Go' (rentable from the second quarter of this year from £49 a month, or buy for around £2,000) This is akin to having an emergency one-gallon petrol can in your boot. A fully charged ZipCharge Go will give you between 20 and 30 miles. You charge it on a domestic three-pin plug.

My other solution would be to subscribe to Charge Fairy ([chargefairy.com](http://chargefairy.com)). For £5.99 per week an electric Nissan battery van will arrive at your car overnight and provide you with 10kWh of charge – enough for about 30 miles. If you need more

miles, the charge per additional kWh is 63p - similar to prices charged by public EV charge points. It's all done on a phone App of course.

Not available yet there's 'Ziggy' a mobile charging robot in the US that comes to you, and Volkswagen are prototyping a cute looking mobile charging robot that can zip around a car park charging cars completely autonomously. You can see it working on YouTube – it's very funny.

Nevertheless, the EV charging problems and the increasing costs of electricity, together with the lack of public charge points, and the hassle of having different Apps and accounts and passwords for different charge providers is having a detrimental effect on the electric car market. Both new and used electric cars, according to Autotrader, are not moving from dealer's forecourts and are dropping in price. Used Nissan Leafs and Renault Zoes are now around £10,000, down from £13,000 to £15,000 two years ago.

And there's new life in the internal combustion engine. It's down to a completely fossil-free green fuel called 'efuel'. It's made from water and wind energy turned into hydrogen and captured or atmospheric CO2 and it's fully compatible with the existing petrol station infrastructure. It can be used in any internal combustion engine. Porsche are leading the fuel's development with a purpose-built factory in Chile. They're running the Porsche GT3 competition cars on the new fuel. It could be at your local petrol station as soon as 2028.

In the EU the politicians have been listening: they have lifted the ban on the sale of cars with internal combustion engines after 2035, provided that they run on efuel. Will the UK follow suit?

The ZipCharge Go



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