



# **Exeter & Torbay Advanced Motorists**

**Spring 2017**

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The Editor reserves the right to edit articles for publication.

Our thanks are due to the Sustainable and Safe Travel Team for sponsoring this newsletter.

# Chairman's Chat

Greetings all: I trust you all had an enjoyable Christmas, and saw the New Year in safely?

Dennis, our Chief Observer and myself have just done a presentation to the Totnes Probus Club, which was well received, and, as a result we have some assessment drives to carry out!

We will be attending the IAMRoadSmart South West Regional Forum in April, so I shall report back on that in due course on what was discussed.

We will also be attending the Crashbox and Classic Car Club Show at Powderham on the 8<sup>th</sup> and 9<sup>th</sup> of July. This is a very cost-effective way of promoting the Group and, if the weather is clement, a very interesting event to visit.

And finally – transferred from the Skill's Report, with acknowledgement to SPA [News:-](#)

PHILOSOPHERS OF THE 1900's

*When a man opens a car door for his wife, it's either a new car or a new wife - Prince Philip*

*Having more money doesn't make you happier. I have 50 million dollars, but I'm just as happy as when I had 48 million - Arnold Schwarzenegger*

*We are here on earth to do good unto others. What the others are here for I have no idea – WH Auden*

Safe Driving

John Tibbs

# Welcome

We extend a warm welcome to the following Associates who have joined the Group since the last newsletter

Leah Paine	Paignton
Leszek Pabjan	Exeter
Harrison Marsh	Lympstone
John Bradley	Exeter

We also welcome back two full members:

Alan Wood	Paignton
Vaughan Hatton	Brixham

Claire Chilcott,  
Membership Secretary

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# Congratulations

Congratulations to the following who are now Full Members of the IAM, having passed the advanced test since the last newsletter. Our thanks, as usual, to their Observers.

<b>Associate</b>	<b>Observer</b>	<b>Comment</b>
Gavin Osborne	Wendy Richards Wood/Rob Adams	First
Laura Heggadon	Pete Smith	
Meghan Lomax	Pete Smith	
Anita Fry	John Tibbs	First

John Tibbs  
Associate Co-ordinator

# **Greetings from the ETAM Skills Co-ordinator**

Greetings all: A disappointing turn out for the last Driveout – only three, including me, and all Observers! I realise it was an evening venue, and damp, but should have been useful experience, we don't always drive in the dry and during daylight!

I am making some progress with associate allocation, we now only have three awaiting allocation.

As I expect you may be aware, all our Observers have to re-qualify by the end of this year, so that the group remains compliant with the IMI qualification criteria, the re-qualification process is in hand.

I am also very pleased to report that Derek Higgs has just qualified as a Local Observer, very well done to him.

I am planning on another Driveout in a month or so, this will be a daylight event from the 'Hog & Hedge' at Whiddon Down Services on the A30. I will promulgate the date in due course.

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## **Monthly Meeting Reports**

No monthly meeting reports have been received by the Editor.

Group members who attend these are asked to consider writing a report in the absence of a Social Secretary.

# Forthcoming Events

The Group meets on the first Wednesday of every month (except January). Meetings start at 7.30pm.

**Kenn Centre  
Exeter Road  
Kennford, Exeter  
EX6 7UE**

The Kenn Centre is situated off the A38 (Exeter to Plymouth road) in the village of Kennford. The Centre is clearly signposted once you arrive in the village and free parking for 40 cars is available close to the main entrance.

- 5<sup>th</sup> April**      Talk by Dave Ovenden on his time as a traffic officer with Surrey Police
- 3<sup>rd</sup> May**        Reskilling evening
- 7<sup>th</sup> June**        Reskilling evening

As the Social Secretary role is currently vacant the committee are trying to arrange talks for 2017. If you have any suggestions please contact us and if you can help with approaching possible speakers.

Please do come to the monthly meetings, we hope to have something of interest for you and it is good to keep in touch with other members and to hear what is happening in the driving world. If you know of anything you would like to hear about please let me know.

Any problems finding us ring the IAM mobile on 07522 48 08 83 for directions.

# Membership Renewals

The following members have not yet found time to let me know if they are renewing or leaving the group.

We hope you will stay with us and will confirm your renewal by the 31<sup>st</sup> March 2017. If I have not heard from you by then the group regrets your decision to leave us. Your details will be removed from our database as per Data Protection rules.

Membership renewal forms were sent with the Winter newsletter which you would have received by post or attached to your email. If you have lost your form please contact the membership secretary: [membership@iam-exeter.org.uk](mailto:membership@iam-exeter.org.uk)

<b>Membership No</b>	<b>Postcode</b>	<b>Membership No</b>	<b>Postcode</b>
122	EX4 9DX	1474	EX4 5EL
163	EX2 4SX	1483	EX1 2QD
273	EX1 2TN	1487	EX2 6BH
308	EX2 8XD	1489	EX14 3HW
474	EX16 6TZ	1497	TQ3 1DY
525	TQ13 9JE	1499	EX15 2HQ
547	Exmouth	1501	TQ9 7NB
603	EX6 6HY	1503	TQ1 2PG
634	EX1 2SE	1505	EX16 4EX
668	TQ1 4TG	1508	EX1 2NX
723	TQ1 4TG	1509	TQ13 0JN
765	EX4 1RB	1510	TQ12 4NH
803	EX4 8EN	1514	CM0 8HR
821	EX6 8BH	1515	EX16 7AZ
904	TQ12 6LF	1516	TQ1 3JG
982	TQ12 4DU	1517	EX8 2QD
995	TQ12 3RJ	1521	EX17 4PW
1025	EX8 4PU		

<b>Membership No</b>	<b>Postcode</b>	<b>Membership No</b>	<b>Postcode</b>
1101	EX20 2HX		
1118	EX20 2HW	1522	TQ14 9UN
1152	TQ3 1PQ	1524	TQ5 0DG
1162	EX2 4TF	1525	EX2 9JE
1191	EX10 8UD	1526	EX11 1XJ
1227	EX9 6AS	1527	TQ9 6AP
1248	EX2 9AN	1528	TQ12 6YD
1257	EX10 0HB	1530	EX16 4NZ
1313	EX16 6XH	1532	EX6 7JN
1330	EX20 2AH	1533	DT7 3NX
1358	TQ1 4JF	1534	DT7 3NX
1388	EX16 6AP	1535	TQ9 7NB
1393	TQ9 6SZ	1536	EX11 1YA
1397	TQ14 9EW	1536	EX11 1YA

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## **IAM Bristol Group Coaching Day**

As a ‘newbie’ Observer wise, I took the opportunity to book for the Observer coaching day arranged by IAM Bristol Group.

John Tibbs kindly agreed to drive the ETAM contingent attending which I thought was very brave of him to have his driving under such close scrutiny or as he put it ‘very thick skinned’!!

The day provided a lot of food for thought and I found the sessions delivered by Ian Edwards and Louise & Blaine Walsh particularly relevant and providing useful insights to apply whilst coaching an associate.

Ian Edwards provided a really interesting session using his background and expertise as a road safety practitioner/researcher. He initially outlined the influence EU funded projects have had in developing driver education/coaching and considering minimum standards for driver instruction training.

We were asked to think about and consider the goals for driver education and the factors that influenced driver knowledge/skills and risk increasing factors. What was particularly useful was considering the role of self-evaluation in reducing risk factors arising from social environmental (e.g. culture or group values) or life goals (age, lifestyle or peer pressure for example)

Self-evaluation ultimately can be developed to allow drivers to improve their own driving standards. This is achieved through drivers developing a continual process of self-awareness – self-analysis – self-development – self-monitoring.

Louise and Blaine Walsh shared their experiences of coaching drivers gained as professional driving instructors. They initially covered how DVSA criteria for monitoring instructors has evolved in to measuring a client centred learning and coaching approach now used by ADIs.

There are seven core tests from the assessment used by DVSA which can be summarised as encouraging learners to:

- Take responsibility for learning
- Analyse problems
- Understand
- Reflect on their own performance

They then illustrated techniques putting theory into practice through a series of video clips recorded when working with learners out on the road. This then led on to principles and questioning styles needed to successfully deliver a more coaching centred approach with learners.

The final session delivered by Stephen Haley focused on techniques covered in his publication 'Mind Driving' In essence this covers drivers incorporating a risk model in practice with their driving That is developing a robust sense of danger by identifying risk early and not being taken by surprise. Observation skills, control and risk assessment can be used to identify uncertainties, available space and a safe speed.

Using a more coaching centred approach is a marked change from the approach taken by my observer back when I was an associate some 20 years ago in the Midlands. I recall that a more instruction only orientated approach was taken.

The Louise and Blaine Walsh session resonated really closely with the coaching techniques I utilise mentoring 2<sup>nd</sup> year students at Plymouth University through work. I am in the middle of my IMI observer accreditation and have subsequently used the techniques covered with my associate.

My experience so far is that they have really helped the associate think about their driving and applying IPSCA. By asking open questions and asking the associate to describe what went well or could have been done differently opens up a debate where by the associate self-evaluates. One very noticeable change is my associate is now self-evaluating and instantly recognising when the system has not gone to plan. It has really helped my associate improve her driving towards test standard.

Derek Higgs

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## **Devon Drink Drive Accident Rates Way Above National Average**

You're more than one-and-a-half times more likely to be in a road accident involving a drunk driver in Torbay than elsewhere in

England. In Torbay, 41.1 accidents in every 1,000 reported road accidents in

2013-15 involved at least one driver who failed a breath test, one of the highest rates in England. This was 1.6 times the England rate of 26 per 1,000 road accidents.

The rate has also risen 52.4% from 27 per 1,000 in 2010-12, with the number of accidents rising from 26 to 36. Devon has seen a 15.6% drop in the accident rate, from 37.4 accidents per 1,000 involving a drunk driver to 31.6 per 1,000. England has seen a significant decrease in the number of road accidents involving drunk driver.

In 2010-12, 27.7 road accidents in every 1,000 in England involved at least one driver who failed a breath test, according to figures from Public Health England. By 2013-15, this had dropped to 26 in 1,000 accidents.

People in Cornwall are the most likely to be involved in an accident with a drunk driver, 48.7 accidents in every 1,000 reported road accidents in 2013-15 involved at least one driver who failed a breath test, while there were no accidents in the Isles of Scilly and just 5.3 per 1,000 in Hammersmith and Fulham.

According to Public Health England, alcohol consumption is responsible for around one in every seven deaths in reported road traffic accidents in Great Britain. Final estimates for 2013 show that between 220 and 260 people were killed in accidents where at least one driver was over the drink drive limit, around 1,100 were seriously injured and the total number of casualties of all severities was 8,270. The legal limit in the UK is 35 micrograms of alcohol per 100ml of breath. However, any amount of alcohol affects your ability to drive safely.

The effects can include slower reactions, increased stopping distance, poorer judgement of speed and distance and reduced field of vision, all increasing the risk of having an accident or fatality.

Reducing alcohol-related harm is one of Public Health England's seven priorities for the next five years, according to 2014 report, Evidence into action.

Alcohol consumption is a contributing factor to hospital admissions and deaths from a diverse range of conditions. Alcohol misuse is estimated to cost the NHS about £3.5 billion per year and society as a whole £21 billion annually.

The Government has said that everyone has a role to play in reducing the harmful use of alcohol. Alcohol-related admissions can be reduced through local interventions to reduce alcohol misuse and harm.

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## Driving Law Changes for 2017

From fines for using mobile phones behind the wheel to changes to the driving test, there is a lot for drivers to know.

Several new laws are being introduced this year with the aim of making the roads much safer.

### Tax

Road tax is changing dramatically this year, with the new rules on Vehicle Excise Duty (VED) **set to cost drivers much more.**

As a result of the changes, the amount of tax that you'll have to pay will be based on your vehicle's emission levels and its list price.

If your motor is a zero-emissions vehicle, then there will be no tax to pay. For everyone else, things get a bit more complicated... and potentially, far more expensive.

Under the rules some new cars will cost significant more to tax with the VED rates ranging from zero to £2,000 in their first year and then a £140 flat rate in following years.

For a typical car that has emissions of 131g/km, it will be taxed at £200 instead of £130 at current rates, any vehicle with 151g/jkm emissions will be charged £500 instead of £180, a car with 171g/km will be charged £800 instead of £295 and those emitting 191g/km will be charged £1,200 instead of £490.

**When is it changing?** April

### **The driving test**

It has remained the same for many years, but there are some big changes coming to the driving test in 2017.

There's good news if you hate reversing around a corner, as that will no longer form part of the test. Instead, learners will be asked to show how they can reverse out of a parking bay.

Drivers will also be tested on their ability to use a sat-nav rather than driving by following road signs.

The independent driving section of the test will be doubled from 10 minutes to 20 minutes and there will be new questions on vehicle safety.

**When is it changing?** Later in 2017

### **Driving while using a mobile phone**

Although the risks of using a phone while driving are well known, many people are still taking the risk.

The Government hopes to deter them by doubling the fine and penalty points given to drivers caught breaking the law.

From next month, offenders will be fined £200 and have six points added to their licence.

Humberside Police road safety officer PC Simon Carlisle said: "Not only will those caught get a £200 fixed penalty fine, but if they are caught twice and accrue 12 points they will automatically appear in court and face a fine of up to £1,000 and a driving ban of up to six months.

"One of the biggest changes is that new drivers could face having their licences revoked after the first offence, and to regain their licence must reapply for a provisional licence and may only drive as a learner until they pass further theory and practical tests. This process would run up a bill of over £100 on top of the £200 fine, so not only is it dangerous, it'll be a very expensive mistake to make."

**When is it changing?** March 1

### **Speeding fines**

From April drivers who are taken to court for speeding could be fined up to 150 per cent of their weekly income as part of a crackdown to improve road safety.

The new fines will hit anyone caught speeding at more than 100mph on motorways as well as drivers caught speeding significantly above standard limits in villages, towns and cities.

Drivers caught at 41mph or more in a 20mph zone or more than 51 mph in a 30mph zone will fall under the new sentences. The penalty will be 150 per cent of the driver's weekly wage up to a limit of £1,000 on a road or £2,500 on a motorway.

According to the Sentencing Council, which has laid down the new penalties, sentencing guidelines "must be followed", unless a judge or magistrate feels it is not in the interests of justice to do so.

**When is it changing?** April 24

## **Child car seats**

The law regarding booster seats for children changes on March 1.

Under new regulations, only children measuring more than 125cm and weighing more than 22kg will be able to travel in a car on a backless booster cushion.

This is because a backless car seat offers much less protection in the event of a collision.

Children must be in an appropriate child car seat until they are either 135cm in height or 12 years old.

After this they must then use an adult seatbelt, according to the new rules.

Under the new regulations, backless booster cushions available for sale will only be approved for children over 125cm and weighing more than 22kg and they will be clearly labelled as only suitable for children over that height and weight.

**When is it changing?** March 1

## **Causing death by dangerous driving**

A consultation is under way proposing raising the maximum sentence to life in prison for drivers who kill people while speeding, racing or using a mobile phone.

The Ministry of Justice wants some drivers who cause fatal crashes to face life sentences, rather than the current maximum prison term of 14 years.

Ministers also want to create a new offence of causing serious injury by careless driving, with a maximum sentence of three years.

Gary Rae, campaigns director for road safety charity Brake, said: "This is a vindication of our efforts, and those of victims' families, calling for change through our Roads to Justice campaign. For too long, the justice system has treated them as second class citizens."

**When is it changing?** A consultation ends in February

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## Winter Driving Hints

- Is your Windscreen smeared/greasy? Try cleaning it with a clean cloth and Methylated Spirits – you may be surprised at how ‘mucky’ it is! Also give the inside surface a clean as well, and don’t forget side and rear windows and mirrors, and headlight lenses.
- Is your screen wash at the correct concentration of water and additive?
- Can you remember when you last changed your wiper blades?

If you need replacements, and do change them yourself, have a look on line at ‘wiperblades.co.uk’ or ‘carparts4less.co.uk’ for example, a fraction of the price of High Street retailers for branded replacements.

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The dashboard was originally a piece of wood attached to the front of a horse-drawn carriage that prevented mud from splattering on the carriage driver

# Statistics

A third of motorists have admitted to driving a car without a valid MOT certificate – and some drivers say their illegal road use has gone on for as long as six months, according to a survey by the Society of Motor Manufacturers and Traders. SMMT found that of the third who had driven without an MOT, 67 per cent said they put off getting the certificate for up to a week, while 24 per cent had gone a month, seven per cent for up to six months and two per cent for more than six months.

**Society of Motor Manufacturers and Traders Aug 2013**

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The number of people killed in road accidents reported to the police decreased to 1,754 in 2012 from 1,901 in 2011. This means that there were 147 fewer deaths in 2012 in comparison with the previous year, a fall of 8 per cent. This is the lowest number of people killed in road accidents on record and an apparent return to the downward trend that ran from 2003 to 2010.

**Source: Department for Transport**

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10% of people would rather give up their car than be disconnected from the internet.

**Source: Boston Consulting**

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1 in 6 British drivers do not have an MOT for their car.

**Source: PC Tools 2011**

164 UK road deaths are blamed on under inflated car tyres in the past five years. From Nov 2012, all new cars must have pressure monitoring systems as standard.

**Source: Car 2011**

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24% of British drivers have paid off another driver following an accident which they were at fault.

**Source: Telegraph Motoring 2011**

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1/5 of UK motorists admit accessing social networking sites on their mobile phone while driving.

**Source: Telegraph Motoring 2011**

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Three in ten drivers (28%) knew people who did not wear a seat belt in the front of the car and just over four in ten drivers (43%) knew people who did not wear a seat belt in the back of a car.

**Source: Think Road Safety Annual Survey 2008**

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Almost half of all respondents (46%) agreed that road safety advertising is actually having a strong impact on the way people behave on the roads.

**Source: Think Road Safety Annual Survey 2008**

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43% of drivers were unable to successfully identify the national speed limit sign when shown.

**Source: Think Road Safety Annual Survey 2008**

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37% of car, van and lorry drivers said they carried on driving when too tired.

**Source: Think Road Safety Annual Survey 2008**

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25 years after the first seatbelt law came into action, around 370 people a year are still being killed in road crashes because they do not wear a seatbelt.

**Source: RoSPA (2008)**

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Driver error is present in 90% of motorway accidents (with mechanical failure accounting for only 10%).

**Source: Smart Driving 2008**

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Most drivers have a reaction time of over half a second (this is before they even touch the brakes).

**Source: Smart Driving 2008**

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A Michelin tyre pressure campaign found the UK ranked a dismal 25th out of 27 EU countries, with only Greece and Latvia having a worse record.

**Source: Which? Online 26th Feb 2008**

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At least a quarter of road deaths involve someone driving for a living. Last year there were 858 deaths and 6,622 serious injuries in crashes involving at-work drivers.

**Source: Department for Transport, 2008**

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Many motorists suffer from “rusty driver syndrome” through rarely venturing on to the roads. As many as 11% of motorists do not drive for two years or more after passing their test.

**Source: Churchill Car Insurance, Sept 2007**

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The first revised Highway Code in eight years was released on 28th September 2007 – 50% bigger and containing 29 extra rules.

**Source: Direct.gov.uk 28th Sept 2007**

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Slippery roads accounted for 55 percent of road traffic accidents in which road environment was a contributory factor.

**Source: Department for Transport (DfT) figures 2007**

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“Speeding, Speeding is not just inconsiderate driving – it contributes to the 36,000 serious injuries and 3,000 deaths that occur on Britain’s roads each year. More than two thirds of all accidents in which people are killed or seriously injured happen on roads where the speed limit is 40mph or less. At 35mph you are twice as likely to kill someone as you are at 30mph.”

**Source:** <http://www.dft.gov.uk/think/>

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“10% [of Europe’s] road network ... is congested.”

**Source:** Colchester Evening Gazette

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“Driving tired, Falling asleep at the wheel is the cause of around 20% of accidents on long journeys on trunk roads and motorways. Men aged 30 and under are more likely to have a sleep related vehicle accident. The greatest risk of falling asleep at the wheel is between midnight and 6am.”

**Source:** <http://www.dft.gov.uk/think/>

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“Current statistics indicate that .... more than 1,500 people are killed or injured each year on the hard shoulder.”

**Source:** Green Flag Motoring Assistance

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“Every year there are more than five million road accidents in Britain, resulting in about 35,000 fatal, or serious injuries with as many as 1,000 road deaths and 13,000 serious injuries involving people who were working at the time.”

**Source:** Transport Statistics Bulletin. Road Casualties in Great Britain.

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The motorway showing the largest growth between 2001 and 2006 was the M2, with a 26 per cent increase in traffic over that time.

**Source:** Department of Transport

Traffic on motorways has grown faster (27 per cent) over the last ten years than any other road type.

**Source: Department of Transport**

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Nationally, we make 61 billion journeys a year, more than 1,000 a year for every person. Road congestion costs the economy an officially estimated £7-8 billion a year.

**Source: Department of Transport**

A 5% cut in travel time would save businesses £2.5 billion a year.

**Source: Government-commissioned transport study by Sir Rod Eddington**

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Road users pay £32 billion a year in tax but only £8 billion of that is spent on improving and maintaining the system.

**Source: David Smith, Sunday Times 2nd March 2008**

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Congestion poses a very real long-term economic threat. If left unchecked it could cost us an extra £22 billion in wasted time by 2025 in England alone.

“England’s motorways and trunk roads are the busiest in Europe with 153 billion kilometres travelled each year on a road network almost 6,000 miles in length.”

**Source: Gilles Savary writing in European Voice**

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“Motorists waste up to 26 minutes for every 10 miles they travel on England’s trunk-road network according to figures from the Department of Transport, which compare actual journey times with those when traffic is flowing freely. Across all roads, traffic rose by 11 per cent to 312 billion vehicles miles a year between 1997 and 2005.”

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Only 33% of drivers completely agreed that it is dangerous to drive at 90mph on the motorway when there is no traffic.

Source: **Think Road Safety Annual Survey 2008**

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# Contacts

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Martin Edworthy	01626 821268
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Chief Observer	<a href="mailto:pinn.mill@btinternet.com">pinn.mill@btinternet.com</a>
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Our group website	<a href="http://www.iam-exeter.org.uk">http://www.iam-exeter.org.uk</a>
Information	<a href="mailto:info@iam-exeter.org.uk">info@iam-exeter.org.uk</a>

## Your Committee



John Tibbs  
Chairman  
Skills Co-ordinator



Martin Edworthy  
Secretary



Andrew Cleare  
Treasurer



Claire Chilcott  
Deputy Chair  
Membership  
Editor



Dennis Leworthy  
Chief Observer



Gloria McGinty  
Committee Member



Brian Palmer  
Committee Member



Rob Adams  
Committee Member



Tony Spiers  
Committee Member

**Deadline for contributions for the next newsletter:  
18<sup>th</sup> May 2017**