

Committee: **Regulatory
Planning Committee**

Date: **19 August 2015**

Report by: **Head of Planning and Environment**

Title of Report: **Traffic Regulation Orders – Bexhill to Hastings Link Road
(Combe Valley Way)**

Purpose of Report: **To consider the objection received in response to the
consultation on the draft Traffic Regulation Orders to
introduce and amend parking restrictions and traffic
movements on London Road to facilitate connections with
the Bexhill Hastings Link Road (A2690 Combe Valley Way)
which is currently under construction.**

Contact Officer: **Bob Pape
07876 878385**

Local Member: **Councillors Michael Ensor, Michael Philips, Philip Scott, Peter
Pragnell, Kathryn Field**

RECOMMENDATION:

The Planning Committee is recommended to:

- 1. Not uphold the objection to the draft Orders as set out in Appendix 2 to this Report.**
 - 2. Recommend to the Director of Communities, Economy and Transport that the draft Traffic Regulation Orders be made as proposed.**
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CONSIDERATION BY HEAD OF PLANNING AND ENVIRONMENT

1. Introduction

1.1 The construction of the Bexhill Hastings Link Road (A2690 Combe Valley Way) requires alterations to the traffic regulations at its connections with the existing highways network in order to aid visibility and manoeuvrability and create a new bus priority route at the southernmost junction of London Road and Combe Valley Way. In order to bring these changes into effect, it is proposed to install lengths of double yellow lines to prohibit parking on sections of London Road and restrictions to traffic movements through its southernmost junction with Combe Valley Way. In addition, on street parking places and a disabled parking place are proposed, as well as prohibition of motor vehicles except for access on parts of the former Crowhurst Road.

1.2 In June 2015, East Sussex County Council gave notice under its powers in the Road Traffic Regulation Act 1984 that it was proposing to make four Traffic Regulation Orders in association with the Combe Valley Way. These included restricting the use of the southernmost junction of London Road with Combe Valley Way to buses only (TRO 1), parking provision in London Road (TRO 2), introduce and amend waiting restrictions on London Road (TRO 3), and, traffic restrictions on the former Crowhurst Road (TRO 4). A copy of the draft Traffic Regulation Orders are included as Appendix 1.

1.3 There were no objections received from the statutory consultees to the proposals.

1.4 During the period of public advertisement one objection letter was received from a member of the public living in Salisbury Road in relation to TRO 1 and TRO 3. The resident objects to the inclusion of the bus gate and to the amendments to the parking restrictions along London Road. A summary of the objection and response is set out in Appendix 2 to this report.

2. Comments and Appraisal

2.1 One of the purposes of the Bexhill to Hastings Link Road scheme is to help provide improved reliability for public transport services. The original proposals for the scheme included the provision of a bus gate for the southernmost junction of London Road and the Link Road (now known as the A2690 Combe Valley Way) to allow buses priority at the junction with the A259. The first Traffic Regulation Order (Ref: TRO 1) seeks to implement this.

2.2 The provision of the bus gate has been included within the scheme proposal since its conception and has been the subject of scrutiny both as part of the planning permission process for the scheme, and, during the Public Inquiry for the Compulsory Purchase Orders and Side Roads Order associated with the scheme.

2.3 The main reasons for the bus gate proposals are to aid turning movements, improve visibility at junctions and contribute to road safety. Where this has resulted in the loss of on-street parking, replacement parking is proposed in the form of 15 on-street echelon parking bays, which have no time or waiting restrictions.

2.4 It is not felt that the objection received provides sufficient grounds to warrant the modification or withdrawal of the proposals, and therefore, this objection should not be upheld.

2.5 It is also considered that all other proposals not objected to, be implemented as advertised.

3. Conclusion and reasons for approval

3.1 The proposals aim to implement the planning permission for the Bexhill to Hastings Link Road scheme including the provision of a bus gate and to ensure road safety for the new junctions with Combe Valley Way. Balancing all of the factors

relating to the proposals, it is concluded that objection as set out in Appendix 2 should not be upheld, and the TROs should be made as proposed.

3.2 The Committee is therefore recommended, for the reasons set out in this Report, to not uphold the objection set out in Appendix 2 to the proposed Traffic Regulation Orders TRO1 and TRO3 for restrictions in the London Road area of Bexhill, and, to recommend to the Director of Communities, Economy and Transport that all the draft Orders be made in full.

TONY COOK
Head of Planning and Environment
30 July 2015

BACKGROUND DOCUMENTS:
None

APPENDIX 1 – COPY OF TROS

TRO1 - RESTRICTING THE USE OF THE SOUTHERNMOST JUNCTION OF LONDON ROAD WITH COMBE VALLEY WAY TO BUSES ONLY

ROAD TRAFFIC REGULATION ACT 1984

EAST SUSSEX COUNTY COUNCIL

THE EAST SUSSEX (A2690 COMBE VALLEY WAY TO A269 LONDON ROAD NO ENTRY (EXCEPT BUSES); A269 LONDON ROAD TO A2690 COMBE VALLEY WAY NO ENTRY (EXCEPT BUSES); AND A269 LONDON ROAD BETWEEN SALISBURY ROAD AND A2690 COMBE VALLEY WAY, PROHIBITION OF MOTOR VEHICLES (EXCEPT FOR BUSES, ACCESS AND LOADING))

ORDER 201_

EAST SUSSEX COUNTY COUNCIL (hereinafter referred to as “the Council”), in exercise of its powers under Sections 1(1), and 2(1) to (3), of the Road Traffic Regulation Act 1984 (“the 1984 Act”) and of all other enabling powers, and after consultation with the Chief Officer of the Police in accordance with Part III of Schedule 9 to the 1984 Act, hereby make the following Order:-

1. In this Order –

“Emergency Service Vehicle” means any vehicle in the service of or employed by the Fire, Police or Ambulance Services.

“Bus” means a passenger carrying vehicle of 8 seats or more operating a Scheduled Service.

2. Save as provided in Article 3 of this Order no person shall, except upon the direction or with the permission of a Police Constable in uniform, cause or permit any motor vehicle to enter the roads specified in Column (1) in Schedule 1 to this Order from the roads specified in Column (2) in Schedule 1 to this Order.
3. Nothing in Article 2 of this Order shall apply so as to prevent any person from causing a Bus or Emergency Service Vehicle from entering those roads specified in Column (1) in Schedule 1 to this Order from the roads specified in Column (2) in Schedule 1 to this Order, save that where the vehicle is a Bus entering the A2690 Combe Valley Way from the A269 London Road it may only do so, so as to travel southbound only on the A2690 from that point.
4. Save as provided in Article 5 of this Order no person shall, except upon the direction or with the permission of a Police Constable in Uniform, allow any motor vehicle to proceed in the length of road specified in Schedule 2 to this Order.

5. Nothing in Article 4 of this Order shall apply so as to prevent any person from causing any motor vehicle to proceed in the length of road referred to in Article 4 to this Order if the motor vehicle is: -

(a) a Bus, proceeding northbound from the junction of the A2690 Combe Valley Way or proceeding southbound from the junction of Salisbury Road;

(b) an Emergency Service Vehicle;

(c) (i) a vehicle for or in connection with the conveyance of goods or persons to or from any of the premises Nos. 104 – 120 (evens) London Road or No. 2 Salisbury Road and which vehicle may wait for so long as may be necessary to enable a person to board or alight from the vehicle, or to enable goods to be loaded onto or unloaded from the vehicle;

(ii) being used in connection with the carrying out of –

(a) the maintenance, improvement or reconstruction of the said length of road;

(b) the laying, erection, alteration or repair in, or on land adjacent to, the said length of road, of any sewer, main, pipe or apparatus for the supply of gas, water or electricity, or of any telecommunications apparatus as defined in the Communications Act 2003;

(c) any building operation or demolition;

(d) in the service of a local authority or a water authority in pursuance of statutory powers or duties,

which vehicle when having entered the relevant length of road in a southbound direction from the junction of Salisbury Road, is then required to return and proceed northbound along the relevant length of road to make its exit.

6. The restriction imposed by this Order shall be in addition to and not in derogation of any restrictions or requirement imposed by any regulations made or having effect as if made under the 1984 Act or under any other enactment.

7. This Order shall come into force on201_ and may be cited as “The East Sussex (A2690 Combe Valley Way to A269 London Road No Entry (Except Buses); A269 London Road to A2690 Combe Valley Way No Entry (Except Buses); and A269 London Road between Salisbury Road and A2690 Combe Valley Way Prohibition of Motor Vehicles (Except for Buses, Access and Loading)) Order 201_”.

**SCHEDULE 1
NO ENTRY EXCEPT BUSES**

(1) Road <i>into</i> which Entry is Prohibited	(2) Road <i>from</i> which Entry is Prohibited
A269 London Road	A2690 Combe Valley Way at its southernmost junction with the A269 London Road
A2690 Combe Valley Way	A269 London Road at its southernmost junction with the A2690 Combe Valley Way

**SCHEDULE 2
PROHIBITION OF MOTOR VEHICLES EXCEPT FOR BUSES, ACCESS AND LOADING**

A269 London Road	From its junction with the back of the southern footway of Salisbury Road, generally southwards to its junction with the A2690 Combe Valley Way
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THE COMMON SEAL of EAST)
 SUSSEX COUNTY COUNCIL was)
 affixed hereto on the day of)
 Two Thousand and Fifteen in the)
 presence of:-)
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 Authorised Signatory)

TRO2 - PARKING PROVISION IN LONDON ROAD

ROAD TRAFFIC REGULATION ACT 1984 EAST SUSSEX COUNTY COUNCIL

THE EAST SUSSEX (A269 LONDON ROAD, BEXHILL) (STREET PARKING PLACES AND DISABLED PARKING PLACE) ORDER 201_

EAST SUSSEX COUNTY COUNCIL (hereinafter referred to as “the Council”), in exercise of its powers under Sections 32(1) and 35(1) and 122 and Part III of Schedule 9 of the Road Traffic Regulation Act 1984 (hereinafter referred to as “the 1984 Act”) and of all other enabling powers, and after consultation with the Chief Officer of the Police in accordance with Part III of Schedule 9 to the 1984 Act, hereby make the following Order:-

1. In this Order –

Any reference to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment. Where the Order makes reference to the following expressions they have the meaning hereby respectively assigned to them.

“authorised parking place” means any parking place on a road authorised or designated by an Order made or having effect as if made under the 1984 Act;

“bus” has the same meaning as in Section 22 of the Traffic Signs Regulations and General Directions 2002;

“heavy goods vehicle” and “HGVs” have the same meaning as a heavy commercial vehicle in Section 136 of the 1984 Act;

“invalid carriage” has the same meaning as in Section 136 of the 1984 Act;

“motor car” has the same meaning as in Section 136 of the 1984 Act;

“motor cycle” has the same meaning as in Section 185(1) of The Road Traffic Act 1988;

“Disabled Person’s Badge” has the same meaning as in the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000; and

for the purpose of this Order a vehicle shall be regarded

as displaying a disabled person's badge in the relevant position, when

(i) in the case of a vehicle fitted with a front windscreen the badge is exhibited thereon, or on the dashboard, with the obverse side facing forwards on the near side of and immediately behind the windscreen, and

(ii) in the case of a vehicle not fitted with a front windscreen the badge is exhibited in a conspicuous position on the front or near side of the vehicle,

so that the front of the badge is clearly legible from the outside of the vehicle;

“Disabled Person’s Vehicle”	has the same meaning as in Regulation 6 of the Local Authorities’ Traffic Orders (Exemptions for Disabled Persons) (England) Regulations 2000;
“Driver”	in relation to a vehicle waiting in contravention of an Order, means the person driving the vehicle at the time it was left at that contravention;
“General Directions”	means The Traffic Signs Regulations and General Directions 2002;
“Hackney Carriage”	has the meaning as in Section 38 of the Town Police Clauses Act 1847;
“the Regulations”	in Article 2 of this Order means The Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000 and The Local Authorities’ Traffic Orders (Exemptions for Disabled Persons) (England) Regulations 2000;
“Penalty Charge”	has the same meaning as in Section 2 of the General Regulations 2007;
“Penalty Charge Notice”	has the same meaning as in Section 8 of the General Regulations 2007.

2. Each section of road specified in Column (1) of the Schedule to this Order is authorised to be used, subject to the following provisions of this Order, as parking places for such classes of vehicles, in such positions, and on such days, and during such hours, and such maximum periods, as are specified in Columns (3), (2), (4), (5), and (6), respectively, as are set out alongside the description of that section of road in the said Schedule.
3. Where in the Schedule to this Order a parking place is described as available for vehicles of a specified class or in a specified position, the driver of the vehicle shall not permit it to wait in that parking place –
 - (a) unless it is of the specified class; or
 - (b) in a position other than specified.
4. A driver of a vehicle shall not use a parking place so as to unreasonably prevent access to any premises adjoining the road, or the use of the road by other persons, or so as to be a nuisance.
5. The driver of a motor vehicle using a parking place shall stop the engine as soon as the vehicle is in position in the parking place, and shall not start the engine except when about to change the position of the vehicle in or to depart from the parking place.
6. No person shall use a vehicle while it is in a parking place, in connection with the sale of any article to persons in or near the parking place or in connection with the selling or offering for hire of his skill or services or for the purpose of camping.
7. Subject to the proviso hereto, when a vehicle is left in a parking place in contravention of any of the provisions contained in this Order or it is necessary to meet the requirement of an emergency, a person authorised in that behalf by the Council or the Police may remove the vehicle or arrange for it to be removed from that parking place or may alter or cause to be altered the position of the vehicle in order that its position shall comply with that provision or meet the requirements of the emergency.
8. Any person removing a vehicle or altering its position by virtue of Article 7 of this Order may do so by towing or driving the vehicle or in such a manner as he may think necessary and may take such measures in relation to the vehicle as he may think necessary to enable him to remove it or alter its position, as the case may be.
9. When the Police or a person authorised by the Council removes or makes arrangements for the removal of a vehicle from a parking place by virtue of Articles 7 and 8 of this Order, he shall make such arrangements as may be reasonably necessary for the safe custody of the vehicle.
10. This Order shall come into force on 201_ and shall be cited as “The East Sussex (A269 London Road, Bexhill) (Street Parking Places and Disabled Parking Place) Order 201_”.

**THE EAST SUSSEX
(A269 LONDON ROAD, BEXHILL)
(STREET PARKING PLACES AND DISABLED PARKING PLACE) ORDER 201_**

SCHEDULE

(1)	(2)	(3)	(4)	(5)	(6)
Part of road authorised to be used as Street Parking Places	Position in which vehicles may wait	Classes of Vehicles	Days of Operation of Parking Places	Hours of Operation of Parking Places	Maximum period for which Vehicles may wait
A269 London Road West Side From a point 7 metres south of its junction with Hillside Road southwards for a distance of 33.6 metres (14 Echelon Parking Bays at a 90 degree angle to direction of the main carriageway)	Parking wholly within the markings placed on the carriageway (Echelon Parking at a 90 degree angle to the direction of the main carriageway)	All except HGVs and Buses	Monday to Sunday	At All Times	Waiting Unlimited
A269 London Road West Side From a point 40.6 metres south of its junction with Hillside Road southwards for a distance of 3.6 metres (1 Echelon Parking Bay at a 90 degree angle to the direction of the main carriageway)	Wholly within the markings placed on the carriageway (Echelon Parking at a 90 degree angle to the direction of the main carriageway)	Disabled Persons Vehicles Displaying a Disabled Person's Badge	Monday to Sunday	At All Times	Waiting Unlimited

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TRO3 - INTRODUCE AND AMEND WAITING RESTRICTIONS ON LONDON ROAD

**ROAD TRAFFIC REGULATION ACT 1984
EAST SUSSEX COUNTY COUNCIL**

**THE EAST SUSSEX
(A269 LONDON ROAD, BEXHILL)
WAITING RESTRICTIONS AMENDMENT ORDER 201_**

EAST SUSSEX COUNTY COUNCIL (hereinafter referred to as “the Council”), in exercise of its powers under Sections 1 (1) and (2), 2 (1) to (3), 3 (2), and 4 (1) of the Road Traffic Regulation Act 1984 and of Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (hereinafter referred to as “the 1984 Act”), and of all other enabling powers, and after consultation with the Chief Officer of the Police in accordance with Part III of Schedule 9 to the 1984 Act, hereby make the following Order:-

1. In this Order –

“the Order of 1976” means “The East Sussex (Various Roads, Bexhill) (Prohibition and Restriction of Waiting and Parking Places) Order 1976”.

2. The Order of 1976 shall have effect as though -

- (i) In the First Schedule thereto, the description of the lengths of road specified in column (1) of Schedule 1 to this Order were substituted with the description of the lengths of road specified in Column (2) of Schedule 1 to this Order;
- (ii) In the First Schedule thereto, the lengths of road specified in Schedule 2 to this Order were inserted;
- (iii) In the Second Schedule thereto, the description of the lengths of road specified in column (1) of Schedule 3 to this Order were substituted with the description of the lengths of road specified in Column (2) of Schedule 3 to this Order; and
- (iv) In the Second Schedule thereto, the lengths of road specified in Schedule 4 to this Order were deleted.

3. This Order shall come into force on 201_ and may be cited as “The East Sussex (A269 London Road, Bexhill) Waiting Restrictions Amendment Order 201_”.

SCHEDULE 1
DESCRIPTION OF LENGTHS OF ROAD TO BE SUBSTITUTED
ROADS AT BEXHILL
NO WAITING AT ANY TIME RESTRICTIONS

(1) Description of length of Road in the Order of 1976 to be substituted	(2) Substituted description of length of Road
<p>LONDON ROAD (i) western side (d) from a point 101.5 metres (333 feet) north of the northern kerbline of Little Common Road southwards for a distance of 319.1 metres (1047 feet)</p>	<p>LONDON ROAD (i) western side (d) - (i) from its junction with the southern kerbline of the A259(T) Little Common Road/Belle Hill junction, southwards for a distance of 195.6 metres; (ii) from its junction with the A2690 Combe Valley Way, northwards for a distance of 39.5 metres.</p>
<p>LONDON ROAD (iv) eastern side (k) from a point 2.7 metres (9 feet) south of the boundary between numbers 88 and 90 London Road northwards to the southern kerbline of Salisbury Road, a distance of 202.7 metres (665 feet)</p>	<p>LONDON ROAD (iv) eastern side (k) - (i) from its junction with the southern kerbline of the A259(T) Little Common Road/Belle Hill junction, southwards to a point 2.7 metres south of the boundary between Nos. 88 and 90 London Road, a distance of 91.7 metres; and (ii) from its junction with the A2690</p>

	Combe Valley Way, northwards for a distance of 51 metres.
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**SCHEDULE 2
LENGTHS OF ROAD TO BE INSERTED
ROADS AT BEXHILL
NO WAITING AT ANY TIME RESTRICTIONS**

Description of Lengths of Road to be inserted in the First Schedule to the 1976 Order at the appropriate point of their alphabetical and numerical order.	
COMBE VALLEY WAY (A2690)	
western side	from its junction with the A259(T) Little Common Road/Belle Hill, northwards for a distance of 8.5 metres
LONDON ROAD	
(i) western side	(e) from a point 39.5 metres north of its southernmost junction with the A2690 Combe Valley Way, northwards for a distance of 69.5 metres
	(f) from a point 154 metres north of its southernmost junction with the A2690 Combe Valley Way, northwards for a distance of 33 metres, to its junction with the east-west London Road Link Road
	(g) from a point 18.5 metres south of the southern boundary of No. 167 London Road, northwards for a distance of 45.5 metres
LONDON ROAD	
(iv) eastern side	(l) from its junction with the northern kerbline of Salisbury Road, northwards for a distance of 106 metres, to a point 15 metres south of its junction with the southern kerbline of Hillside Road
	(m) from a point 15 metres north of its junction with the northern kerbline of Hillside Road, generally northwards for a distance of 17 metres, to its T-junction with the east-west London Road Link Road, then generally northwards for a further 62.5 metres, to a point 6.5 metres north of the boundary between Nos. 166 and 168 London Road
LONDON ROAD	
(ii) northern side	(b) from its junction with the A2690 Combe Valley Way (opposite Nos. 154 and 156 London Road), eastwards for a distance of

49 metres, to a point 18.5 metres south of the southern boundary of No. 167 London Road	
LONDON ROAD	
(iii) southern side	(b) from its junction with the A269 Combe Valley Way (opposite Nos. 154 and 156 London Road), eastwards for a distance of 31.5 metres to its T-junction with the southern length of London Road

SCHEDULE 3
DESCRIPTION OF LENGTHS OF ROAD TO BE SUBSTITUTED
ROADS AT BEXHILL
NO WAITING 8.00 AM – 6.00 PM
MONDAY-SATURDAY INCLUSIVE

(1) Description of length of Road in the 1976 Order to be substituted	(2) Substituted description of length of Road
LONDON ROAD (i) western side from a point 96.9 metres (318 feet) north of the northern kerblines of Little Common Road northwards to the southern kerblines of Woodgate Park, a distance of 391.1 metres (1283 feet)	LONDON ROAD (i) western side from a point 2 metres north of the boundary between Nos. 171 and 173 London Road, northwards to the southern kerblines of Woodgate Park, a distance of 174 metres

TRO4 - TRAFFIC RESTRICTIONS ON THE FORMER CROWHURST ROAD

**ROAD TRAFFIC REGULATION ACT 1984
EAST SUSSEX COUNTY COUNCIL
THE EAST SUSSEX
(UNCLASSIFIED ROAD NORTH EAST OF UPPER WILTING FARM)
(PROHIBITION OF MOTOR VEHICLES EXCEPT FOR ACCESS) ORDER 201_**

EAST SUSSEX COUNTY COUNCIL, in exercise of its powers under Sections 1 and 2 of the Road Traffic Regulation Act 1984 (hereinafter referred to as “the 1984 Act”) and of all other enabling powers, and after consultation with the Chief Officer of the Police in accordance with Part III of Schedule 9 to the 1984 Act, hereby make the following Order:-

1. Save as provided in Article 2 of this Order no person shall, except upon the direction or with the permission of a Police Constable in uniform, cause or permit any motor vehicle to enter or proceed in the length of road specified in the Schedule to this Order.
2. Nothing in Article 1 of this Order shall render it unlawful for any motor vehicle to enter or proceed in the length of road specified in that Article if the vehicle is being used: -
 - (a) to gain access to adjoining premises;
 - (b) in an emergency for Fire Brigade, Ambulance or Police purposes;
 - (c) in connection with the carrying out of -
 - (i) the maintenance, improvement or reconstruction of the said length of road;
 - (ii) the laying, erection, alteration or repair in, or on land adjacent to, the said length of road, of any sewer, main, pipe or apparatus for the supply of gas, water or electricity, or of any telecommunications apparatus as defined in the Communications Act 2003;
 - (d) in the service of a local authority or a water authority in pursuance of statutory powers or duties.
3. This Order shall come into force on201_ and may be cited as “The East Sussex (Unclassified Road North East of Upper Wilting Farm) (Prohibition of Motor Vehicles Except for Access) Order 201_.”

APPENDIX 2 – SUMMARY OF OBJECTION

Objection Letter	Objection	Officer's Comments	Recommendation
Resident of Salisbury Road	Objection to the parking restrictions London Rd to Hillside Rd and beyond. Why when parking is below need, impose a 24 hours block when buses only run in the daytime.	Waiting restrictions along London Road have been implemented for safety reasons around junctions and pedestrian crossings. It is acknowledged that parking in the area is in demand, however vehicles should not park in the vicinity of junctions and crossings and the proposed double yellow lines formalise this in line with The Highway Code. These road safety requirements need to be available 24 hours per day.	To not uphold the objection and to implement the Orders as advertised.
	Total wasteful use of land on west side of London Rd opposite Hillside Rd. Why wasn't more parking made to relieve the problem rather than exacerbate it.	It is acknowledged that parking in this area is in high demand. Therefore, replacement parking has been provided for lost on street parking as a result of the scheme. Visibility splays for the junctions, the provision of access to the underpass and soft and hard landscaping commitments prohibit the provision of further parking spaces.	To not uphold the objection and to implement the Orders as advertised.
	The bus route could have gone into the new road at the traffic lights north of Salisbury Rd. We thought we were getting a cul-de-sac.	A cul-de-sac has not formed part of the scheme proposals since its conception. The provision of the southernmost length of London Road as a cul-de-sac might offer very limited additional parking provision, but would be far outweighed by the	To not uphold the objection and implement the Orders as advertised.

		loss of the public transport benefits which are fundamental to the Scheme's approval, funding and operation.	
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