



New Lane, Havant

Framework Travel Plan

Client: A-Data

i-Transport Ref: SJ/SM/SPH ITB18160-002

Date: 29 September 2022

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Quality Management

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Framework Travel Plan.docx

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Drawings

ITB18160-GA-001	PROPOSED SITE ACCESS
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Appendices

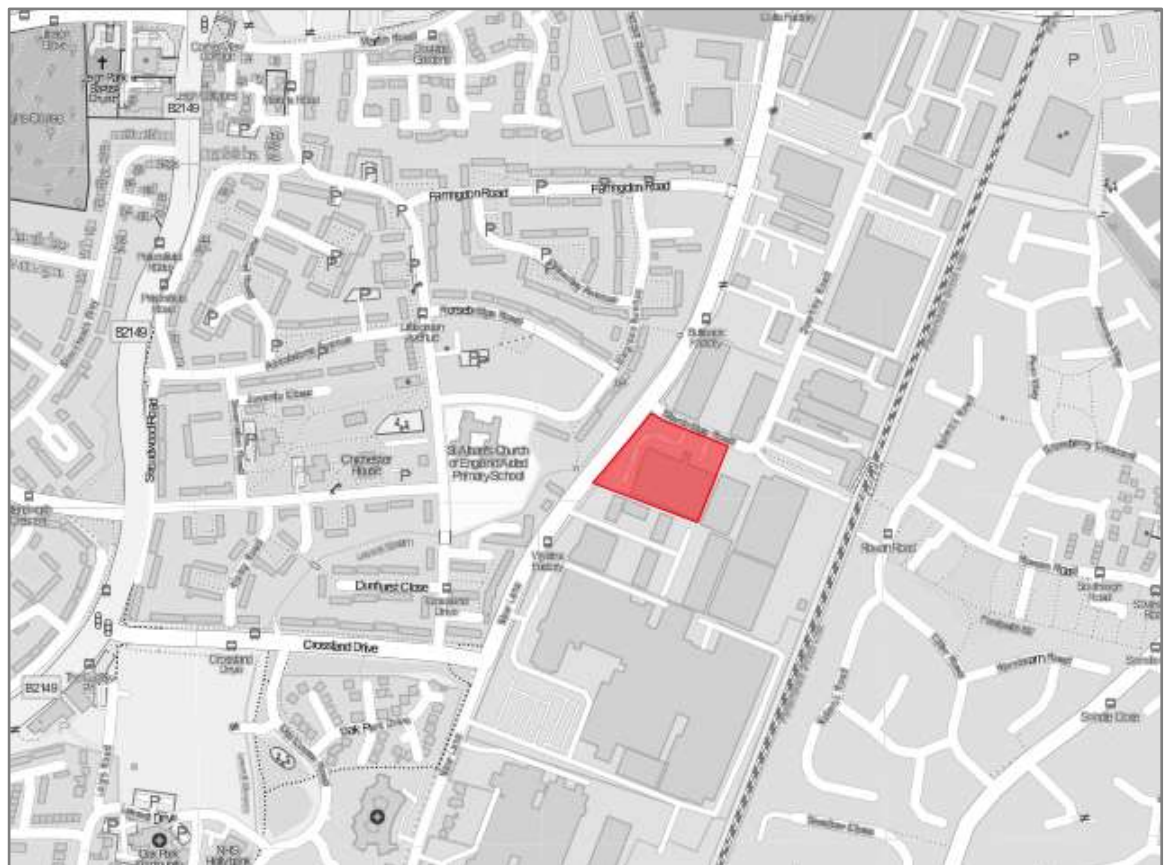
APPENDIX A.	Concept Masterplan
APPENDIX B.	Draft Staff Travel Survey

SECTION 1 Introduction

1.1 Overview

- 1.1.1 i-Transport LLP has been appointed by A-Data to provide highways and transport advice in relation to a proposed commercial development at New Lane, Havant, in accordance with the Hampshire County Council.
- 1.1.2 The final occupiers and use of the site is at this stage unknown. As such a Framework Travel Plan (FTP) has been prepared in accordance with HCC's '*Guidance on the Development Related Travel Plans*'. A Final Travel Plan would be prepared once the site occupiers are identified.
- 1.1.3 The site is located to the south of Stanbridge Road and east of New Lane. **Image1.1** provides a Site Location Plan

Image 1.1: Site Location Plan



1.2 Relevant Transport Policy

National Planning Policy

- 1.2.1 Paragraph 110 of the NPPF makes clear the importance of encouraging sustainable travel habits at development, where it states:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- ***Appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;***
- ***Safe and suitable access to the site can be achieved for all users; and***
- ***Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."***

- 1.2.2 The NPPF then goes on to state in paragraph 113 that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement of transport assessment so that the likely impacts of the proposal can be assessed."

Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements'

- 1.2.3 Planning Practice Guidance (PPG) – 'Travel Plans, Transport Assessments and Statements' provides a concise report on the use and importance of Transport Assessments / Statements and Travel Plans. It also provides a clear link between guidance and the aims and objectives of the NPPF. The PPG sets out the importance and requirements for Travel Plans and states:

"The primary purpose of a Travel Plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes."

- 1.2.4 The guidance states that Travel Plans should be proportionate to the size and scope of the proposed development, be tailored to particular local circumstances and be established at the earliest practicable possible stage of a development proposal.
- 1.2.5 The FTP follows this guidance and has been prepared in line with HCC's Development Related Travel Plan Guidance.

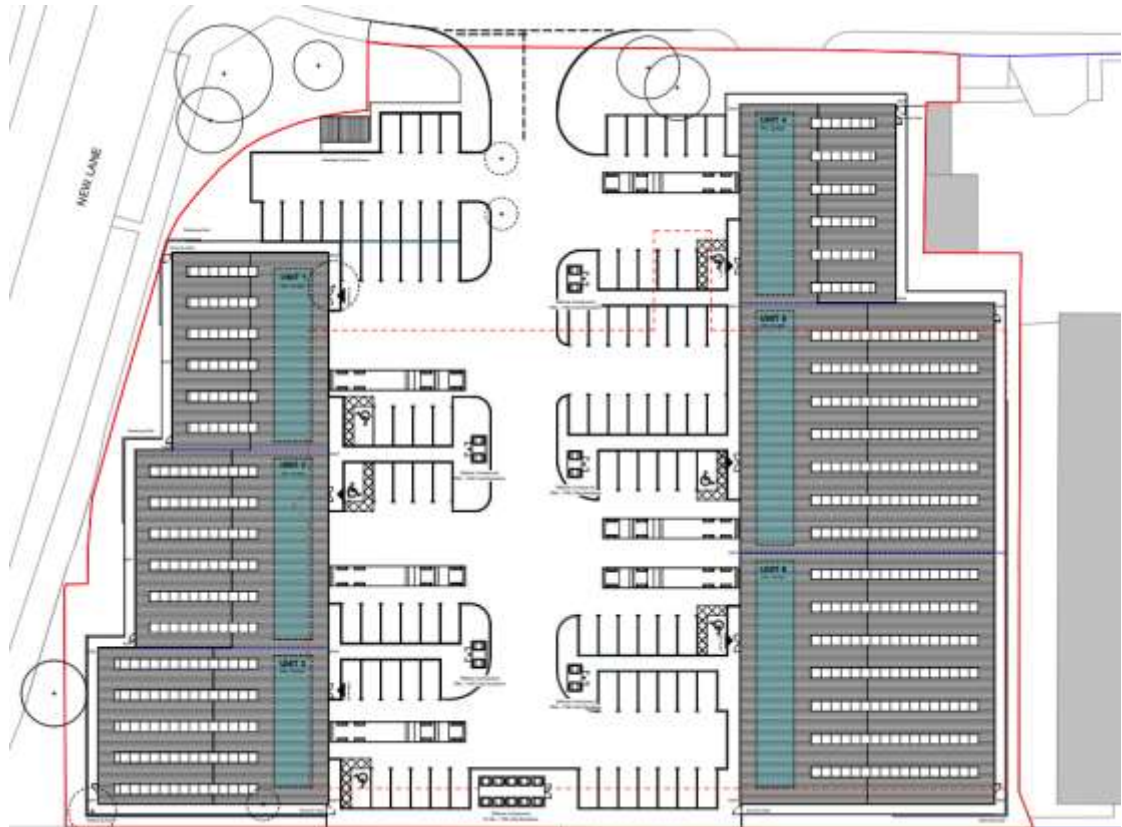
1.3 **Role of a Travel Plan**

- 1.3.1 A Travel Plan is a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is reviewed regularly.
- 1.3.2 A Travel Plan involves identifying an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on reducing reliance on single occupancy car journeys. It can also assist in meeting a range of other objectives, as discussed elsewhere in this document.
- 1.3.3 Travel Plans assist in increasing accessibility whilst reducing congestion, local air pollution, greenhouse gases and noise. A well-developed Travel Plan can mitigate adverse traffic impacts of a development and the Government recognises their importance in achieving improvements in transport conditions at the local level.
- 1.3.4 This Travel Plan sets out the objectives and package of measures to promote and provide for the use of sustainable modes as an alternative to single occupancy car use.

SECTION 2 Development Proposal

- 2.1.1 The proposed development will consist of employment development within class B1c and B2. A concept masterplan is presented in **Appendix A** with an extract presented in **Image 2.1** to show how the scheme can be delivered.

Image 2.1: Masterplan of Site



2.2 Access

- 2.2.1 Vehicular access to the site is proposed via a Stanbridge Road on the northern boundary of the site, connecting the site to the wider highway network. This is shown on **Drawing ITB18160-GA-001**.

Parking Provision

- 2.2.2 Parking provision will be provided in accordance with HBC 'Parking Standards SPD' (2019) as set out in Section 2 and would be dealt with in a future reserved matters application when the mix of the development is known.

Cycle Parking

- 2.2.3 Short stay cycle storage will be provided across the site in line with cycle parking standards through 'Sheffield' stands or similar, and high-quality longer-term cycle storage will be in the form of secure cycle stores within buildings. This will offer employees the opportunity to cycle to the site from the local area.

SECTION 3 **Aims, Objectives and Benefits**

3.1 **Aims**

- 3.1.1 The overarching purpose of a Travel Plan is to influence behaviour change towards sustainable modes of travel and active travel, taking account of the opportunities for sustainable travel in the area.
- 3.1.2 In this context, the primary aim is to encourage, support and promote the use of active modes of travel such as walking and cycling and to promote car sharing and Low Emission Vehicles.
- 3.1.3 This Travel Plan sets out a sustainable transport strategy for the site. In line with national and local government guidance, the headline aims for the plan will be as follows:
- To reduce the number of single occupancy car journeys to the site; and
 - To improve accessibility to the site by non-car modes of transport

3.2 **Objectives**

- 3.2.1 The plan will have the following additional objectives:
- a To manage car parking demand across the development;
 - b To develop an awareness of the options for sustainable travel amongst staff and visitors;
 - c To promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars using a range of promotional measures and highlight the health and environmental benefits of using sustainable travel modes;
 - d To minimise the impacts of car based travel to the site on the local highway network and environment; and
 - e Monitor performance of the Travel Plan against its targets by collecting accurate travel information from staff through travel surveys.

3.3 **Benefits**

- 3.3.1 The benefits of the Travel Plan can include:

- A more accessible site: Encouraging travel by the most sustainable modes can help the site to become more accessible and safer for all staff and visitors to travel to. This can also help the surrounding area become a more attractive place to work and live; and
- Health Benefits: many alternative forms of travel include an element of exercise that can lead to an improved level of fitness amongst staff and visitors. Improved levels of fitness can help businesses by improving morale and reduced health related absences.

SECTION 4 Existing Conditions

4.1 Walking and Cycling

- 4.1.1 New Lane forms the main pedestrian link along the from the site, providing a route north towards Bartons Road and south across the southern mainline railway towards the centre of Havant. A designated crossing point is provided at the junction between New Lane and Bartons Road, comprising dropped kerbs.
- 4.1.2 New Lane provides on-carriageway cycle lanes along its entire length between Bartons Road to the north and Eastern Road to the south. To the east of the site, Southleigh Road forms part of the National Cycle Network and provides traffic-free (off-carriageway) route eastbound towards Emsworth.
- 4.1.3 To the west of the site, Leigh Road and Stroudwood Road form part of National Cycle Route 22. This is a 64-mile route connecting Banstead (near Epsom) and Brockenhurst via Dorking, Guildford, Farnham, Petersfield, Havant, Portsmouth and the Isle of Wight between Ryde and Yarmouth.

4.2 Public Transport

- 4.2.1 The nearest bus stops are located on St Alban's Road, approximately 575m to the southwest of the site. These stops are served by the Number 20 and 21 buses. The times and frequencies of these services is summarised in **Table 4.1** below.

Table 4.1: Local Bus Service Times and Frequencies

Service No.	Route	Frequency		
		Mon-Fri	Saturday	Sunday
20	Havant - Portsmouth - The Hard	Every 30 minutes. First bus at 06:05 Last bus at 19:20	Every 30 minutes. First bus at 06:35 Last bus at 19:20	-
21	Portsmouth - Havant	Every 30 minutes. First bus at 05:40 Last bus at 21:07	Every 30 minutes. First bus at 06:17 Last bus at 23:07	Every hour First bus at 08:35 Last bus at 19:35

Source: Traveline Southeast

- 4.2.2 As shown in **Table 4.1**, a regular bus service operates from St Alban's Road and provides a half hourly service between Havant and Portsmouth. The bus also provides a connection to Cosham and Portsmouth Harbour Rail Stations for onward travel to and from higher-order destinations.

Rail

The closest Rail Station is Warblington, located approximately 1.3km to the southeast of the site. This station provides storage spaces for up to 30 bicycles. Havant Rail Station is also accessible from the site, located approximately 1km to the southwest. Havant Station provides storage for up to 92 bicycles in addition to a car park. Both stations lie on the southern mainline.

Table 4.2 provides a summary of the main rail services which operate from Warblington and Havant Rail Stations.

Table 3.2: Rail Services

Destination	Typical Peak Frequency	Typical Off-Peak Frequency	Typical Journey Duration
London Waterloo	3 per hour	3 per hour	1 hour 32 minutes
Portsmouth Harbour	1 per hour	1 per hour	22 minutes
Brighton	1 per hour	1 per hour	1 hour 16 minutes
Littlehampton	1 per hour	1 per hour	39 minutes
Southampton Central	2 per hour	2 per hour	43 minutes

Source: National Rail

4.3 Local Services and Facilities

4.3.1 A key aspect of new developments is encouraging a culture of sustainable travel and to reduce the need to travel by car especially on shorter journeys, therefore it is important that the development site is well positioned for access of local facilities for staff.

4.3.2 **Table 4.3** outlines the key facilities and the distance from the centre of the site and the accessibility to the site, demonstrating a range of facilities in walking and cycling distance.

Table 4.3: Key Local Destinations – Distance and Journey Time from site

Type	Name	Distance to (m)	Walking time (mins)	Cycle (mins)
Health	Havant NHS Diagnostic Centre	1165	13	4
	Havant Health Centre	1565	18	6
	Smile Dental Care	1865	22	7
	Havant NHS Diagnostic Centre	1165	13	4

Type	Name	Distance to (m)	Walking time (mins)	Cycle (mins)
Supermarkets	The Co-operative Food	915	11	3
	Baybridge Convenience Store	1465	17	5
	The Co-operative Food	465	5	2
	Lidl	1465	17	5
	Tesco Extra	2165	25	8
	Waitrose & Partners	1565	18	6
	Londis	1565	18	6
	ALDI	1865	22	7
	Iceland Foods	1565	18	6
Train Station	Warblington	1365	16	5
	Havant	1465	17	5
Leisure	My Fitness Hub Havant	415	5	2
	Bartons Green	1265	15	5
	Havant Leisure Centre	1365	16	5

SECTION 5 Targets

5.1 The expected trip generation of the site is presented in **Table 5.1**.

Table 5.1: Trip Generation – 4,533 sqm (All Vehicles)

	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
B1c Trip Rate	0.374	0.072	0.446	0.029	0.302	0.331
B2 Trip Rate	0.516	0.228	0.744	0.113	0.488	0.601

Source: TRICS

Use	Percentage	AM Peak			PM Peak		
		In	Out	Two Way	Out	In	Two Way
B1c Trip Generation	50%	8	1	10	1	6	7
B2 Trip Generation	50%	12	5	17	3	11	14
Total		20	7	27	4	17	21

Source: Consultant Calculations

5.2 For all vehicles the development is likely to generate between 7-20 vehicle trips in the weekday AM peak hour and 4-21 two-way vehicle movements during the PM peak hour.

5.3 Taking account of the modest travel demands arising from the development, the main targets of the Travel Plan are:

- To nominate a member of administrative staff to the role of Travel Plan administrator;
- To ensure that travel information is made available to staff and visitors;
- To ensure that promotional material setting out travel information is available;
- To periodically verify transport information and ensure that the most up to date information available is continually issued; and
- To undertake an annual Staff Travel Survey, with the first being undertaken within 3 months of opening to establish a baseline position from which to monitor future performance for three years.

SECTION 6 Implementation and Measures

- 6.1.1 The developer will appoint a member of administrative staff to the role of Travel Plan coordinator (TPC). The Travel Plan Co-ordinator's contact details will be supplied to HCC upon appointment. The TPC will be responsible for implementing the measures contained in the Travel Plan.

6.2 Measures

Personal Travel Planning

- 6.2.1 The Travel Plan Coordinator will offer personalised advice to all new staff prior to occupation of the new premises. The main purpose of this will be to ensure that staff are made aware of the options for travel to work. The Travel Plan Co-ordinator will therefore be familiar with local transport infrastructure and the measures listed in this section and be able to advise staff interested in taking advantage of the measures.

Public Transport Initiatives

- 6.2.2 The TPC will investigate options in relation to providing some form of introductory bus taster tickets to encourage use of public transport, negotiated with the local bus operator and explore the potential for interest free season ticket loans for staff, which could be re paid through salary deductions.
- 6.2.3 The TPC will review and update the wider public transport information on a notice board in the building. The TPC will also maintaining regular contact with the Local Authorities to ensure that the site management team and are kept up to date on service improvements.

Walking and Cycling

- 6.2.4 The TPC will provide information about suitable walking and cycling routes between the site and the key destinations for staff to view.
- 6.2.5 The TPC will develop walking and cycling route maps identifying routes between the site and transport hubs, local services and amenities, including walking times, calories burned, and carbon saved compared to driving. These can be given to staff on appointment or displayed on the notice board.
- 6.2.6 The TPC will also promote the health and other benefits of walking and cycling, including participation in the annual 'walk to work' campaign.
- 6.2.7 The TPC will investigate the potential to join the Cycle to Work scheme, enabling assisted purchase of cycling equipment (through salary sacrifice).

Car Sharing

- 6.2.8 In order to ensure the most efficient use of cars travelling to the site, staff will be encouraged to car share. Car sharing can have a significant effect on reducing the number of vehicular trips to and from a site and in the context of the application site, is considered to be one of the more important opportunities available to users. The Travel Plan Co-ordinator will promote the Hampshire Car Share Scheme: [Hampshire Lift Share Scheme](#)
- 6.2.9 The information boards and website will also include guidance for car sharers on security, how to divide the costs without incurring tax penalties and details of insurance requirements.

EV Charging and Low Emissions Vehicles

- 6.2.10 To promote sustainable travel, including low emissions vehicles, the TPC will work with occupiers to ensure that EV charging infrastructure is available to staff for the charging of personal vehicles and will work to promote environmentally friendly fleet options where appropriate.

Travel Plan Communication – Information Boards and Website

- 6.2.11 The primary objective of the Travel Plan is to inform staff and visitors of the means of travel to the site, with an emphasis on alternatives to driving.
- 6.2.12 Therefore, staff and visitors will be provided with or directed to information on how to travel to the site by the main sustainable modes of transport.
- 6.2.13 The information to be provided to staff and visitors includes the following:
- Details on pedestrian, cycle and public transport routes / timetables in the area;
 - Cycling details including local cycle maps locations for cycle parking;
 - Details of any national / local events;
 - An overview of the objectives and structure of the Travel Plan and contact details of the Travel Plan Co-ordinator; and
 - Information on car sharing and EV charging.
- 6.2.14 Travel information will be provided on a travel notice board, and further staff specific travel information (e.g. car sharing) will be available on the staff notice board.

SECTION 7 Monitoring

- 7.1.1** Monitoring of Travel Plans involves a review of targets and the production of reports and publication for the attention of the local authorities. Monitoring needs to be proportionate to the scheme and its impacts, which in this case is modest.
- 7.1.2** It is proposed that a travel survey be undertaken on a yearly basis by the Travel Plan Co-ordinator to determine the mode share of staff. This would be undertaken for three years following occupation. If required, this survey will be issued to the Local Highway Authority for them to review. A copy of the draft Staff Travel Survey is provided at **Appendix B**.
- 7.1.3** The Travel Plan Co-ordinator will act as a primary point of contact for staff to raise any issues they have in relation to travel to the site. The Travel Plan Co-ordinator will keep abreast of transport issues and liaise with the site manager and officers at the local highway authority as appropriate in order to ensure that issues raised periodically are escalated.
- 7.1.4** The Travel Plan Co-ordinator will periodically verify transport information and ensure that the most up to date information available is continually issued.

7.2 Action Plan

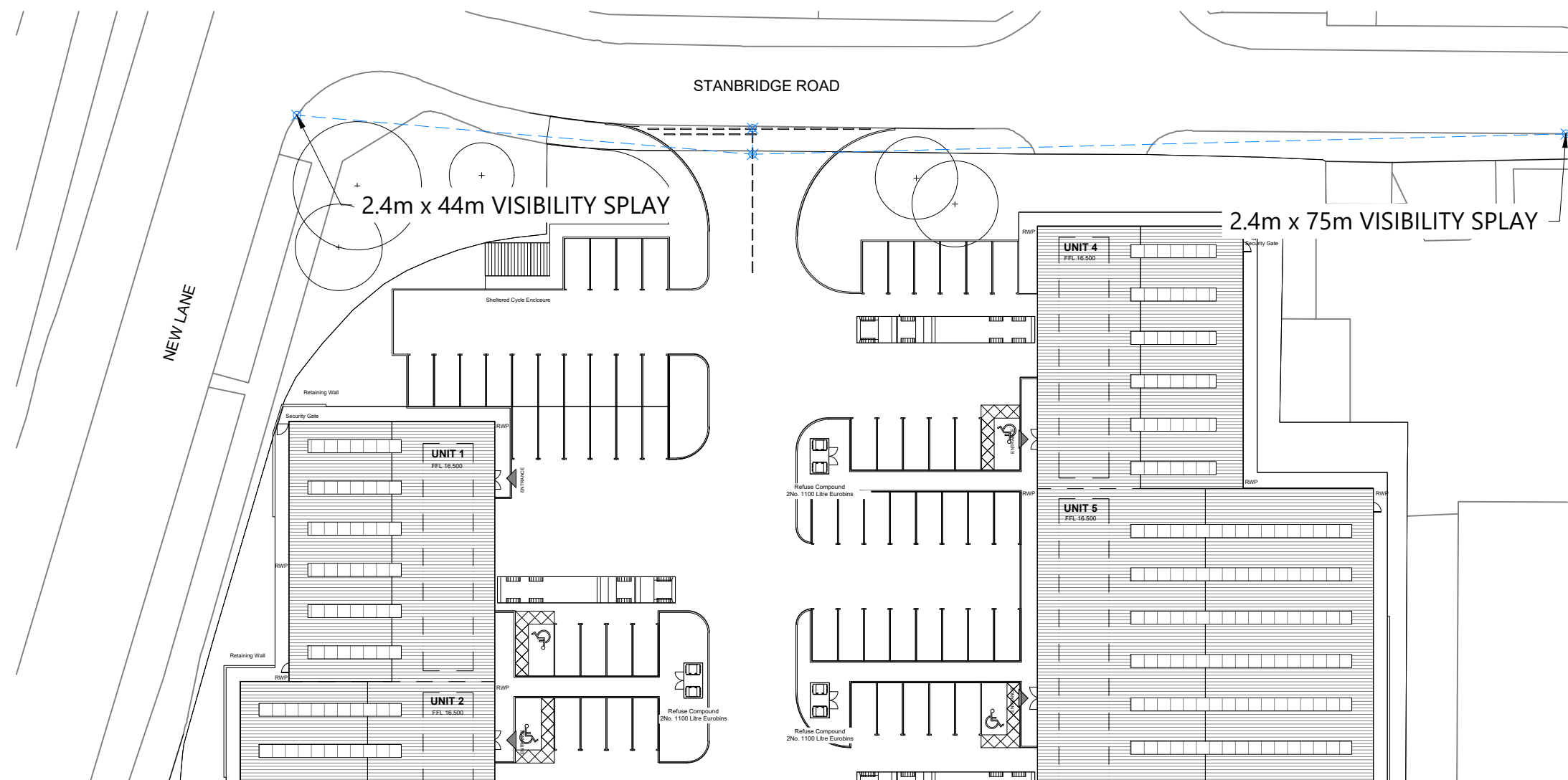
- 7.2.1** An indicative Action Plan is presented in **Table 7.1** which provides a programme for delivering the measures.

Table 7.1 – Action Plan

Measures	Summary of Measures	Responsibility	Timescale
Travel Plan Co-Ordinator	Nominate Travel Plan Co-Ordinator	Developer	Prior to first occupation
Full Travel Plan	Develop Full Travel Plan when final land user / end users known	TPC	Within 3 months of Occupation
Cycle Facilities	Provision of secure and covered cycle parking on site	Developer	Prior to first occupation
Travel Plan Promotion	Information about the Travel Plan and local and national transport events and options available on the Information Board	TPC	Prior to first occupation
	Deliver Personalised Journey Planning to new Staff	TPC	Within 1 month of Employment
Promoting Public Transport	Information on public transport routes and timetables to be made available on the Information Board	TPC	Prior to first occupation

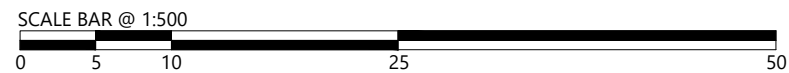
Measures	Summary of Measures	Responsibility	Timescale
	Investigate Season Ticket Loans	TPC	Ongoing
Promoting Cycling	Provide cycle route information to a new staff	TPC	Prior to first occupation
	Investigate Membership of Cycle to Work Scheme	TPC	Ongoing
Promote Sustainable Vehicle Use	Deliver EV Charging Facilities for Staff	Developer	Prior to Occupation
	Promote Car Sharing	TPC	Ongoing
	Promote Low Emissions Fleet Vehicles	TPC	Ongoing
Promotion of National and Local Events	Information to be made available about upcoming national and local events such as 'Bike Week' and 'Walk to Work' week	TPC	Introduced within three months of occupation and updated regularly (at least every three months)
Travel Plan Monitoring and Review	Monitor staff modal split and review the Travel Plan measures in line with the Travel Plan and modal split	TPC	The baseline staff travel survey will be undertaken either within six months of first occupation or at 75 per cent occupancy. The survey will be undertaken annually for the next 3 years.

DRAWINGS



REPRODUCED FROM THE ORDNANCE SURVEY
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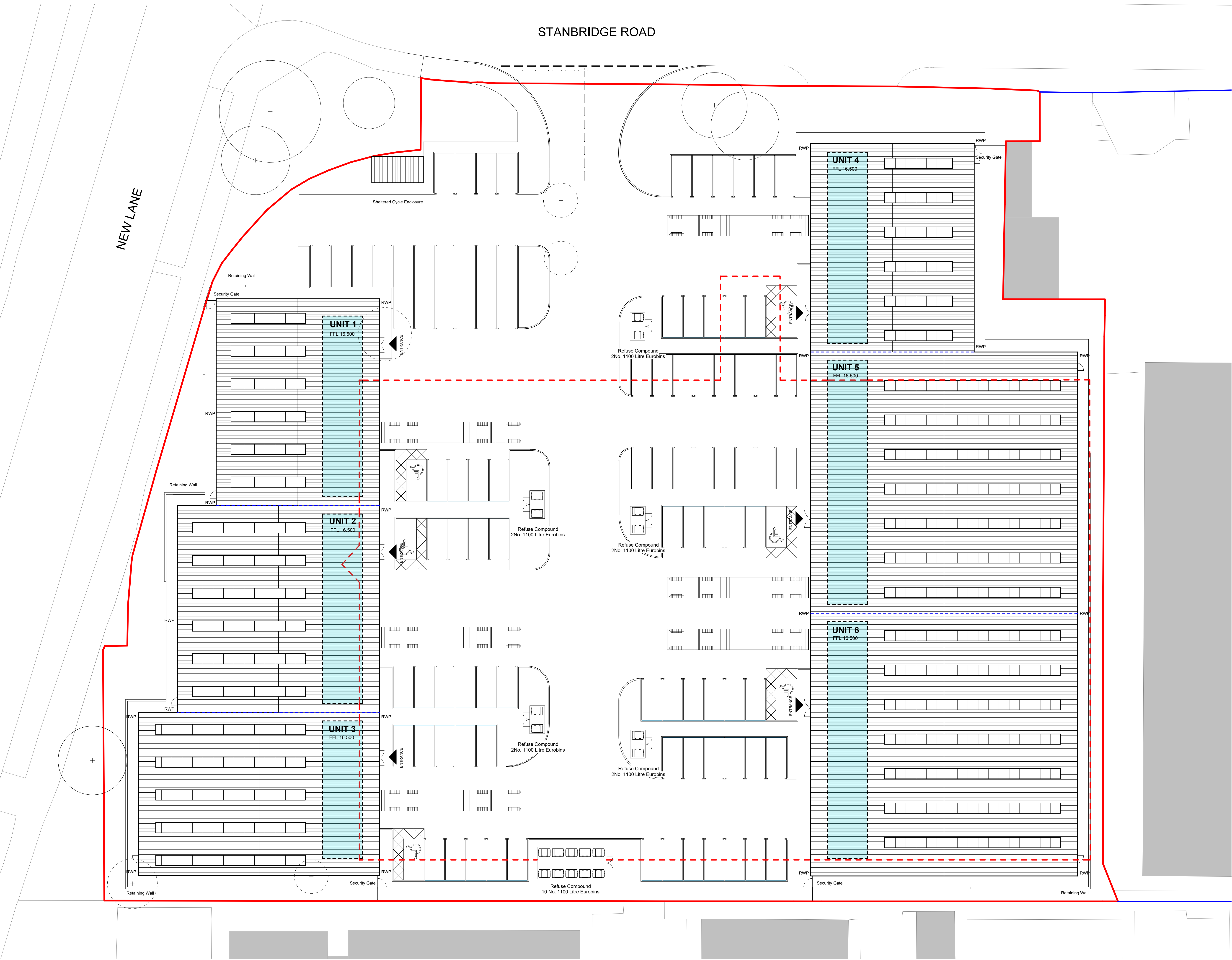
Tel: 01256 637940

REV	DATE	BY	DESCRIPTION	CHK	APD
B	06.10.22	JD	SITE LAYOUT UPDATED	SM	SJ
A	29.09.22	JD	SITE LAYOUT UPDATED	SM	SJ
STATUS:			FOR INFORMATION		

TITLE:		SWEPT PATH ANALYSIS - ARTICULATED VEHICLE	
PROJECT:		NEW LANE, HAVANT	
CLIENT:		A-DATA LIMITED	

DRAWN:	CHECKED:	APPROVED:
MM	SM	SJ
PROJECT No:	SCALE @ A3:	DATE:
ITB18160	1:500	05.09.22
DRAWING No:	ITB18160-GA-001	
REV:	B	

APPENDIX A. Concept Masterplan



Please Note:

This drawing can only be scaled for planning purposes. Dimensions to be checked on site and any discrepancies are to be highlighted to the Architect prior to construction.

Topographical / Ordnance Survey information shown has been prepared by a third party. HGP accept no responsibility for accuracy or completeness of the survey.

This drawing is to be read in conjunction with all other project drawings, construction notes and / or project specifications including those by other project consultants and specialists. All discrepancies should be reported immediately.

Design subject to detail development / approval. Measurements and accommodation schedules subject to amendments following coordinated input by others. Costings cannot be finalised until approval / confirmation by relevant authorities and Client.

TOTAL AREAS			
	GF	MEZZ.	TOTAL
UNIT 1	4682 Sqft / 435m²	1571 Sqft / 146m²	6253 Sqft / 581m²
UNIT 2	5780 Sqft / 537m²	1550 Sqft / 144m²	7330 Sqft / 681m²
UNIT 3	5252 Sqft / 488 m²	1173 Sqft / 109m²	6426 Sqft / 597m²
UNIT 4	4682 Sqft / 435 m²	1571 Sqft / 146m²	6253 Sqft / 581m²
UNIT 5	9655 Sqft / 897m²	1560 Sqft / 145m²	11,215 Sqft / 1042m²
UNIT 6	9730 Sqft / 904m²	1582 Sqft / 147m²	11,312 Sqft / 1051m²
TOTAL			48,792 Sqft / 4533m²

Parking Schedule	
Standard parking	95
Disabled Parking	6
TOTAL	101
Cycle Stands	28

- Legend**
- - - Indicates Footprint of Existing Building
 - Site Boundary
 - - - Unit Division
 - Existing Tree - Retained
 - Existing Tree - Removed
- Landscaping subject to detail design by Landscape Architect
- Photovoltaic Panels - Layout and exact extent subject to detailed design by specialist supplier

Note:

Refuse compounds and waste facilities based on the requirements of BS 5906 Waste Management in Buildings.

Refuse compound areas to be enclosed with 1.8m high close boarded timber fencing with matching gate.

P3	PV Provisions outlined	27.09.22	NC	LM
P2	Turning heads widened in response to Transport Consultant drawing REF ITB15160-GA-001. Cycling provisions and parking updated. Retaining walls added to suit Civil Engineers design	26.09.22	NC	LM
Rev.	Description	DATE	DB	CB

Proposed Site Plan

PROJECT NEW LANE, HAVANT	JOB NO. 22.015
SCALE 1:200@ A1	DATE Sept. 2022
DRAWN BY/CHECKED BY NC / LM	REVISION P3
DWG# 22.015_HGP_XX_00_DR_A_0011	STATUS PRELIMINARY

hgp

APPENDIX B. Draft Staff Travel Survey

Staff Travel to Work Survey

1. Name.....
2. Department.....
3. Home postcode.....
4. How do you most frequently travel to work? (Choose one - the mode that covers the greatest distance for your typical journey)

☐	Car - on own
☐	Car share – with someone else working at the Garden Centre
☐	Car – dropped off
☐	Bus
☐	Cycle
☐	Walk
☐	Motorbike/scooter
☐	Train, please specify station and connecting mode of travel to work.....
☐	Other, please specify.....

5. Do you occasionally use any other mode(s) of travel to work? (Tick one or more)

☐	No other modes used
☐	Car - on own
☐	Car share – with someone else working at the Garden Centre
☐	Car – dropped off
☐	Bus
☐	Cycle
☐	Walk
☐	Motorbike/scooter
☐	Train, please specify station and connecting mode of travel to work.....
☐	Other, please specify.....

6. Approximately how far is your journey to work?

☐	Less than 1 mile
☐	1-2 miles
☐	2-5 miles
☐	5-10 miles
☐	Over 10 miles

7. Approximately how long does your journey to work take you?

☐	Less than 10 minutes
☐	10-20 minutes
☐	20-30 minutes
☐	30-60 minutes
☐	More than 1 hour

8. Do you work:

☐	Full Time
☐	Part Time
☐	Seasonal Worker

**Please only complete questions 9–13 below if you ticked “car on own” in Question 4.
Otherwise please jump to Question 14.**

9. What is the main reason you choose to travel by car? (only tick one)

- ☐ Personal responsibilities
- ☐ Parking provided
- ☐ Public transport not available/unrealistic
- ☐ Lack of walking or cycling infrastructure
- ☐ Mobility difficulties
- ☐ Car required for business trips
- ☐ Other, please state.....

10. Which, if any of the following, would encourage you to car share?

- ☐ Help in finding car share partners
- ☐ Matching working hours with a car share partner
- ☐ Reserved car parking spaces
- ☐ Guaranteed lift home in an emergency
- ☐ Pool cars for attending other Haskins sites, meetings etc
- ☐ Other, please state
- ☐ None of the above

11. Which, if any of the following, would encourage you to use public transport?

- ☐ Discounts/loans for season ticket purchase
- ☐ Easy to use timetable information
- ☐ Real time information
- ☐ Change to working hours to fit in with bus timetable
- ☐ Guaranteed lift home in an emergency
- ☐ Pool cars for attending other Haskins sites, meetings etc
- ☐ Better quality waiting facilities
- ☐ Other, please state
- ☐ None of the above

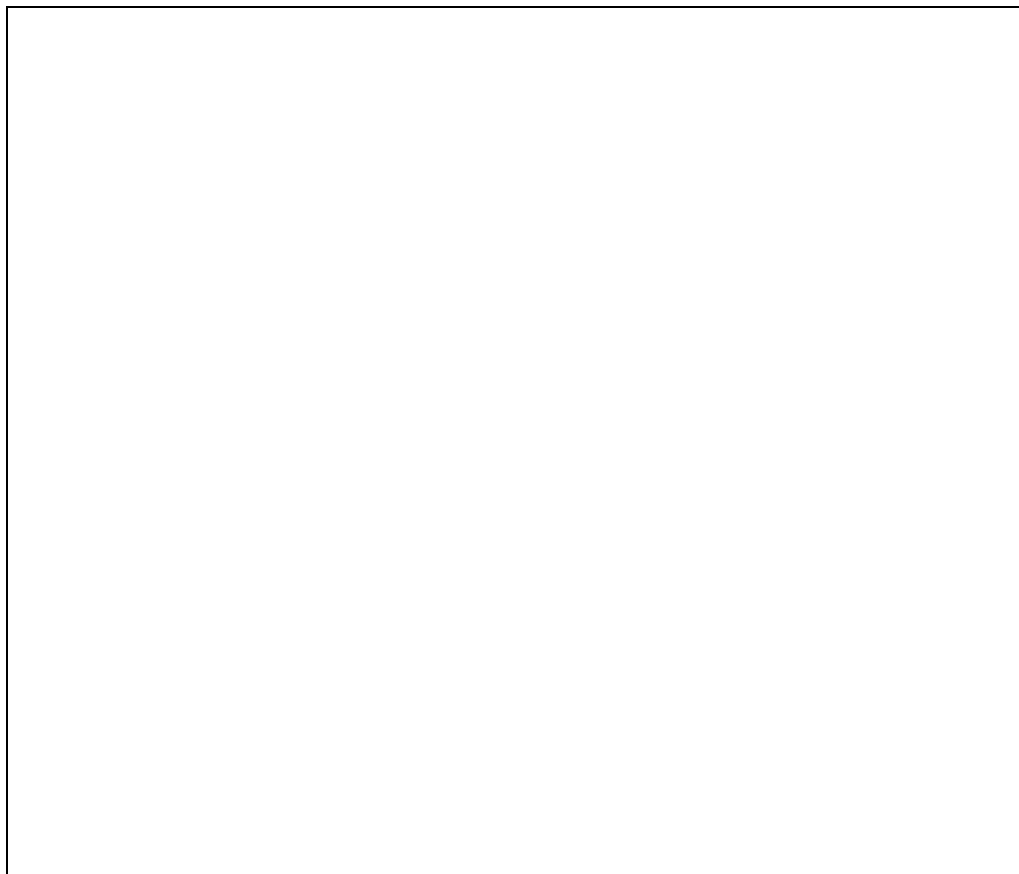
12. Which, if any of the following, would encourage you to walk to work?

- ☐ A ‘walking buddy’
- ☐ Better street lighting
- ☐ Improved on-site showers and changing facilities
- ☐ Improved pavements and paths
- ☐ Staff lockers
- ☐ Other, please state.....
- ☐ None of the above

13. Which, if any of the following, would encourage you to cycle to work?

- ☐ Improved on-site showers and changing facilities
- ☐ Improved on-site cycle parking
- ☐ Provision of cycle maps
- ☐ Cycle training
- ☐ Discounts/loans for purchase of bikes
- ☐ A ‘cycle buddy’
- ☐ Other, please state.....
- ☐ None of the above

14. Please make any other suggestions or comments regarding travel below. Thank you for your time.

A large, empty rectangular box with a thin black border, intended for the respondent to provide suggestions or comments regarding travel.

