

TRAVEL PLAN

Barnsley Road, Upper Cumberworth

Job No: 25018

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VIASOLUTIONS





Quality Management

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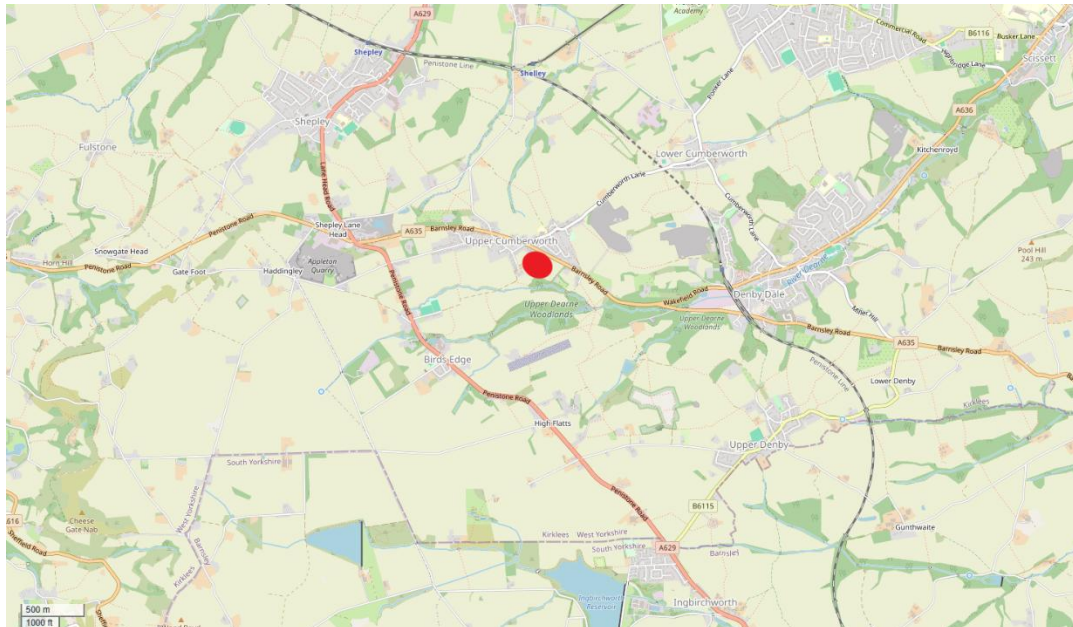
1. Introduction

1.1. OVERVIEW

- 1.1.1. A Travel Plan (TP) is a long-term management strategy for a development that seeks to deliver sustainable transport objectives. It contains a package of measures tailored to the needs of individual development, aiming at promoting greener, cleaner travel choices and reducing the reliance on the car.
- 1.1.2. A TP also involves the development of a set of mechanisms, initiatives and targets that together can enable a development to reduce the impact of travel and transport on the environment, whilst also achieving several other benefits for all users, in this case residents.
- 1.1.3. This Travel Plan (TP) has been prepared to accompany a planning application for a residential development consisting of 123 residential dwellings, located off Barnsley Road, Upper Cumberworth, West Yorkshire.
- 1.1.4. This Travel Plan does not include survey information, which would be required to identify accurate modal splits and set targets, the targets provided herein should therefore be regarded as preliminary until travel questionnaires can be carried out post occupation. It is envisaged that the TP will need updating with accurate targets and confirmation of other details such as the Travel Plan Co-Ordinator.

1.1.5. The site in the local context is shown in Figure 1 below.

FIGURE 1. SITE LOCATION



1.1.6. At this stage in the overall planning process, the TP should be read in conjunction with the Transport Assessment (TA) prepared by Via Solutions and also submitted with the planning application.

1.2. SCOPE

1.2.1. This Travel Plan has been prepared in accordance with the Department for Levelling Up, Housing & Communities and the Ministry of Housing, Communities & Local Government Planning practice guidance 'Travel Plans, Transport Assessments and Statements', 6th March 2014.

2. Walking and Cycling

2.1.1. This section is provided for context on existing facilities and accessibility, proposed measures in relation to cycling and walking are provided in Section 4.

2.2. PEDESTRIAN FACILITIES

2.2.1. With respect to the local environment for walking, there is currently a footway between 1.5m to 2.0m wide provided along the north side of the Barnsley Road carriageway passing the site and on both sides of this road to the northwest of the site. Dropped kerbs with tactile paving to facilitate pedestrian crossings are provided at all the side roads joining Barnsley Road in the vicinity of the site in Upper Cumberworth.

2.2.2. However, the proposed development will provide a shared footway/cycleway running along the site's road frontage, which will link up with the existing footway on Barnsley Road to the northwest of the site. Connections from the site to the footpath's DEN/81/70, and DEN/82/10 to the south are also to be considered.

2.2.3. The site has the potential to provide connections for journeys on foot to a range of destinations using existing infrastructure in the area.

2.3. ACCESSIBILITY ON FOOT

2.3.1. It is recognised that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. The Chartered Institution of Highways and Transportation (CIHT) publication 'Providing for Journeys on Foot', 2000, contains suggested acceptable walking distances and, for commuting and education trips, states that a desirable walking distance is 500m, an

acceptable walking distance is 1000m and a preferred maximum walking distance is 2000m.

2.3.2. The range of services and facilities within the desirable, acceptable, and preferred maximum walking distances (for Commuting / Education trips) of the development are summarised in Table 1 below.

TABLE 1. DESTINATIONS WITHIN ACCEPTABLE WALKING DISTANCES

Distance	Destinations
500m	Bus Stops on Barnsley Road, Star Inn Pub, Cumberworth Church, Cumberworth Church of England First School, Upper Cumberworth Post Office.
1000m	Denby Dale Rail Station, Restaurants and Pubs in Denby Dale, Calderdale Vets, Nisa Local, Co-Operative Petrol Station.
2000m	The whole town of Denby Dale, including all of the above and further services.

2.4. CYCLING FACILITIES

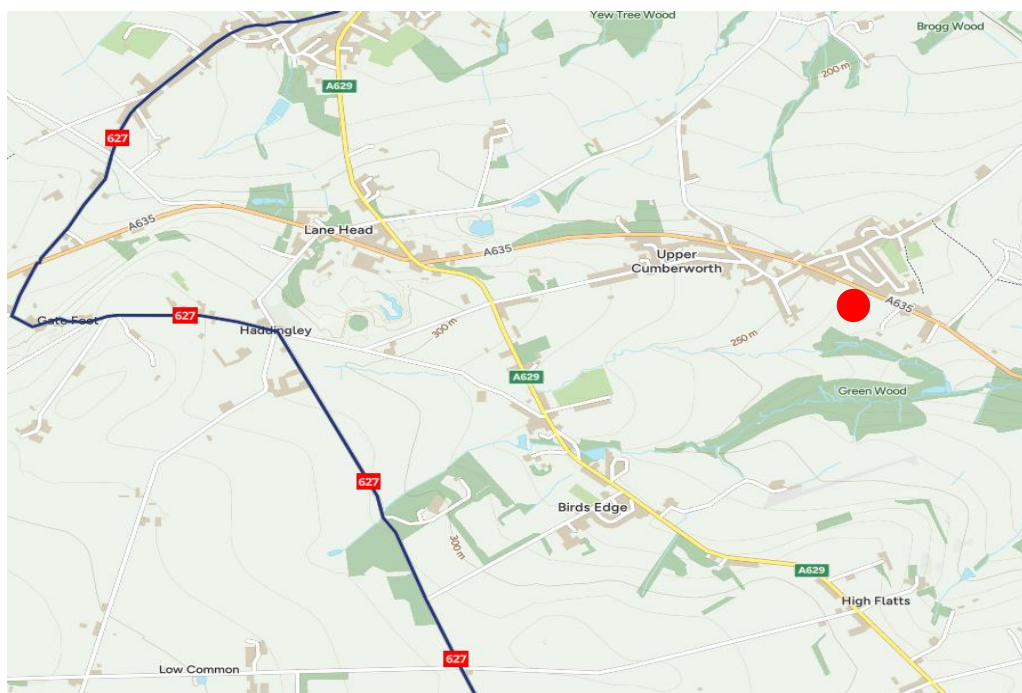
2.4.1. All dwellings will include secure cycle parking and short stay parking is also to be provided through out the site.

2.5. CYCLING ACCESSIBILITY

2.5.1. National and Local policy encourage sustainable development and a transfer of the mode of transport away from private car use, however, there is no specific policy that states the recommended maximum cycle distances for commuting / education trips. It is noted that the distances people will be willing to travel on a bicycle will be highly variable depending on the type of development, site users and age profile as well as the perception of personal safety in the local environment.

- 2.5.2. Local Transport Note (LTN) 2/08 (published by DfT) does however suggest that an acceptable and comfortable distance for general cycling trips is up to 5km and the same guidance also refers to commuting cycle trips of up to 8km. The entirety of Upper Cumberworth, Lower Cumberworth and Denby Dale is within a 5km cycle, and the 8km contour includes the southern areas of Huddersfield Town.
- 2.5.3. Whilst LTN 1/20, Cycle Infrastructure Design, July 2020, has replaced LTN2/08 and has resulted in it being withdrawn, LTN 1/20 does not contain definitive recommended maximum cycling distances and therefore there is no reason to suggest that these distances are not still applicable.
- 2.5.4. There are no cycle routes available as suggested on West Yorkshire Combined Authority's cycle journey planner. With respect to the local environment for cycling, there are no cycle facilities within the immediate vicinity of the site. However, the roads that surround the site will be suitable for cycling during quiet periods of the day.
- 2.5.5. With respect to the local environment for cycling, there are no cycle facilities within the immediate vicinity of the site. However, the proposed development will provide a shared footway/cycleway along the site's road frontage, which will link up with the existing footway on Barnsley Road to the northwest of the site.
- 2.5.6. To the west of the site there is National Cycle Network route 627, which provides a link between the areas of Kirkburton and Millhouse Green and other areas in between and beyond, as shown in Figure 2 below. This offers the opportunity for residents to cycle for leisure or to commute to other areas within Kirklees.

FIGURE X. CYCLE NETWORK IN THE VICINITY OF THE SITE



- 2.5.7. Generally, the roads that surround the site are suitable for cycling during the quieter periods of the day, and the the site does provide some opportunity to access the surrounding area network using sustainable travel by this mode.
- 2.5.8. It is considered that there are practical and convenient links available to and from the site offering the potential for residents and visitors to walk or cycle rather than relying on the use of a private car.

3. Public Transport

3.1. PUBLIC TRANSPORT PROVISION

BUSES

- 3.1.1. The closest bus stops are located on Barnsley Road, around a 3-minute walk to the northwest and southeast of the site entrance. At the northwest location there are stops on both side of the road, and where each has a post, flag, and timetable information. However, the stop on the southside also has a bus shelter. To the southeast of the site entrance there are bus stops on both sides of Barnsley Road, but only the stop on the south side of the road has a post, flag, and timetable information.
- 3.1.2. There is one regular service that operates from these stops, the X1, which runs on average every 60 minutes during the working week between Holmfirth Bus Station and Wakefield City Centre, and with a reduced service during the weekends. There are also other bus routes offering limited services elsewhere through the week.
- 3.1.3. Based on the above, the site does provide some level of accessibility to bus services, and with the opportunity to travel to other areas in the region for employment and leisure.

RAIL

- 3.1.4. The site is some 1.7km walking distance from Denby Dale Station and therefore there is a reasonable prospect of walking and cycling trips being made to and from the station as part of a longer journey by rail.

3.1.5. Denby Dale Station, which is operated by Northern Trains, is served by county-wide services with high frequency services to Huddersfield and Sheffield and with a number of local stops included. There is also access to national rail services which will require changes at Huddersfield or Sheffield.

4. Development Proposals

4.1. DEVELOPMENT OVERVIEW

- 4.1.1. This TP has been prepared on the basis that the proposed development comprises 123no residential dwellings, supported by the associated parking, landscaping, and circulation and access roads.
- 4.1.2. A new priority-controlled T-junction access, with a right lane on Barnsley Road is to serve the site, as shown on Drawing 2501801 P01 in Appendix A. This will provide access for both on road and pedestrian and cycle users.
- 4.1.3. A 3m wide pavement is to be provided along the site's road frontage on Barnsley Road to accommodate pedestrians and cyclists. Dropped kerbs and tactile paving is to be provided at the site access crossing. Along the development site access 2m wide footways are proposed on both sides.

4.2. PARKING PROVISION

- 4.2.1. As per the Kirklees Highway Design Guide, the finalised development layout is to provide the following level of parking:
- ❖ 2 car parking space per 2 to 3-bedroom dwellings
 - ❖ 3 car parking spaces per 4+ bedroom dwellings,
 - ❖ 1 car parking spaces per 1 to 2-bedroom apartments,
 - ❖ 2 car parking spaces per 3+bedroom apartments,
 - ❖ Access to Electric Vehicle Charging Points (EVCP)
 - ❖ Visitor spaces

5. Objectives and Targets

5.1. TRAVEL PLAN OBJECTIVES

5.1.1. This Travel Plan shall, by containing appropriate 'hard' and 'soft' measures and initiatives, help improve the environment by seeking to reduce the number of trips made to and from the development by the private car. All residents shall be made aware of the measures included within the Travel Plan in order that positive benefits can be delivered, and the number of trips undertaken on foot, by cycle and by public transport are increased. Visitors to the development will also be encouraged, where possible, to use more sustainable modes of travel.

5.1.2. The main objectives for the Travel Plan are:

1. *Promote sustainable travel (walking, cycling and public transport) as primary modes of travel.*
2. *Provide the infrastructure to facilitate the above*
3. *To deliver mode shift from car journeys to alternative modes including multi-occupancy trips.*
4. *To reduce vehicle emissions through the take up of alternative transport modes.*
5. *To accommodate those journeys that need to be made by car.*

5.2. TRAVEL PLAN BENEFITS

5.2.1. The wider benefits of implementing a Travel Plan and promoting active travel are as follows:

- ❖ A general improvement in the health of the community brought about through reduced air pollution and harmful admissions from a reduction in car travel and through the promotion of healthier activities such as walking and cycling.
- ❖ An improvement in accessibility and reduction in social exclusion as a result of facilitating walking, cycling and the use of public transport for those residents that have no regular access to a private vehicle.
- ❖ Ensuring the viability of public transport for those who need it; and
- ❖ To deliver education and promotion of walking and cycling as options for a healthier lifestyle; and
- ❖ Assisting in reducing the adverse effect of climate change as well as providing local air quality improvement.

5.3. TRAVEL PLAN TARGETS

5.3.1. Overarching targets are to be set once the baseline travel surveys have been completed (as set out in Section 5). Targets for the Travel Plan will need to be 'SMART' i.e. they must be:

Site-specific

Measurable

Achievable

Realistic

Time-related

- 5.3.2. In advance of the results of the base-line travel survey being available, National Statistics census data (Dataset WU03EW – Location of usual residence and place of work by method of travel to work (MSOA level)) provides an indication of existing journey to work mode split data from Kirklees 056 and 57 Mid Layer Super Output Area (MSOA) which includes the Site.
- 5.3.3. This dataset does not include those respondents to the Census that stated they worked mainly from home and therefore is of better use in understanding the modal split for work-related journeys where respondents travelled to and from a workplace separate to their home address. While 2021 census data is available this data was obtained during partial restrictions due to the Covid-19 pandemic, therefore 2011 census data has been obtained as we believe this will be more reflective of current travel behaviours.

TABLE 3: METHOD OF TRAVEL TO WORK KIRKLEES 056 &57 (MSOA)

Method of Travel to Work	Total	Percentage
Train	29	1.3%
Bus, minibus or coach	88	3.9%
Taxi	2	0.1%
Motorcycle	11	0.4%
Driving a car or van	1,643	74.5%
Passenger in a car or van	111	5%
Bicycle	19	0.8%
On foot	296	13.4%
Other	5	0.2%
TOTAL	2204	100.0%

- 5.3.4. The 2011 Census mode split indicates that 74.5% of those working in the Kirklees 056 & 57 MSOA drive in a car or van for their journey to work, it is assumed that, for the purposes of this all of those driving a car or van are single occupancy.

- 5.3.5. An initial target can be set for a 2% reduction in driving a car or van without any passengers to 72.5%.
- 5.3.6. This target will be reviewed following the initial travel survey and, within 3 months of this taking place, realistic, specific targets for modal shift will be set. This and other subsequent targets that may be set shall not be omitted or changed by the Travel Plan Co-ordinator without prior consultation with Kirklees Council.

6. Roles and Responsibilities

6.1. INTRODUCTION

6.1.1. An important aspect of a successful TP is the allocation of sufficient time and resources to enable it to happen. This can be achieved by the recognition from the outset of the roles and responsibilities of those who will be involved. Actions in relation to the roles and responsibilities are provided in the Action Plan in Appendix B.

6.2. TRAVEL PLAN CO-ORDINATOR

6.2.1. A Travel Plan Co-ordinator (TPC) will be appointed within one month of first occupation of the development. The TPC will have sufficient responsibility to be able to effectively implement, manage and monitor the Travel Plan.

6.2.2. Once appointed, the TPC will inform Kirklees Council of the date that this work commenced and provide full contact details.

6.2.3. The duties of the TPC will include:

- ❖ Implementation of the Travel Plan.
- ❖ Acting as a single point of contact at the development for all transport, access and travel related issues.
- ❖ Obtaining and providing residents with up-to-date details of information relating to access to the development via sustainable modes.
- ❖ Carrying out annual travel surveys and providing information on monitoring and reporting to Kirklees.
- ❖ Ongoing liaison with Kirklees and other key stakeholders.

7. Monitoring and Review

7.1. INTRODUCTION

7.1.1. A successful Travel Plan must have an appropriate monitoring and review programme that measures success (and failure) and reinvigorates the process where necessary.

7.2. TRAVEL SURVEY

7.2.1. A critical element of the information gathering exercise for the site is to conduct a questionnaire survey of residents. This will provide details of circumstances, travel patterns and preferences etc. The survey will also increase residents awareness of travel issues.

7.2.2. Given the scale of the site (123 units) an initial travel survey of residents will take place at minimum 70% occupancy of the site to provide a representative figure.

7.2.3. The results of the survey will be provided to Kirklees within one month of the survey taking place and will be compared against the interim target set out in Section 5.

7.3. MONITORING AND ANNUAL REVIEW

7.3.1. The Travel Plan will be monitored on an annual basis, which will include a full survey of all residents. A sample travel survey questionnaire is contained at Appendix C, and the TPC will consider the use of Survey Monkey/ Google Forms or similar to carry out these annual surveys. Within 3 months of the annual review, the TPC shall agree the following Travel Plan items with LCC:

- ❖ Any revised site-specific measures to reduce the number of car-borne trips;
- and

- ❖ Any revisions to the modal split targets for residents because of carrying out the surveys.

7.3.2. The annual monitoring report will also review the progress that has been achieved in implementing all measures against the modal shift targets over the preceding twelve-month period. The TPC will report any progress made to the relevant external organisations including LCC and public transport operators where appropriate.

7.3.3. Following the completion of the annual monitoring report, the TPC will review the Travel Plan as appropriate and will identify and implement any further actions/measures to progress and, if necessary, improve the Travel Plan to meet the objectives and targets.

7.3.4. See Action Plan in Appendix B for a summary of the measures proposed in relation to monitoring and review.

7.4. MAINTAINING INTEREST

7.4.1. For the TPC to maintain interest in the Travel Plan there are a few key points that will help assist in ensuring the people are not discouraged. These are as follows:

- ❖ Ensuring that the measures implemented work, this will maintain confidence in the Travel Plan.
- ❖ Ensuring that there is regular communication to keep Travel Plan issues in people's minds.
- ❖ Ensuring that assistance is readily available to try and resolve any problems experienced by residents in their attempts to change modes.
- ❖ Ensuring all travel and transport information is up to date.
- ❖ Developing a successful feedback mechanism

8. Measures

8.1. ACTION PLAN

- 8.1.1. To meet the objective identified in this report a series of both infrastructure improvements and softer measures will be put into place. The proposed measures are summarised within the Action Plan in Appendix B.
- 8.1.2. The infrastructure improvements are undertaken during the construction phase of the project and are the responsibility of the contractor and developer and be available at the point of occupation.
- 8.1.3. The Travel Plan Co-ordinator will be responsible for providing residents with up-to-date information and useful links regarding relevant timetables, real time information and public transport journey planners in order to encourage more trips by public transport for either commuting / education or leisure activities. This information will be included within the Travel Information Leaflet and added to the development website.

8.2. MARKETING AND COMMUNICATION

- 8.2.1. The Travel Plan Co-ordinator will develop a marketing and communication strategy to ensure that information reaches residents in the most efficient and appropriate manner possible depending on individual needs.
- 8.2.2. As part of the strategy, the Travel Plan Co-ordinator will consider activities to coincide with national events such as Bike Week, National Lift Share Day, In Town without My Car, World Health Day, etc.

APPENDICES

APPENDIX A: Development and Access Layout



P01	01/01/01	XXX	FIRST ISSUE	XXX
REV	DATE	BY	DESCRIPTION	APP

DRAWING STATUS: 50 - WORK IN PROGRESS



SITE PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT UPPER CUMBERWORTH
 TITLE: ACCESS LAYOUT AND VISIBILITY SPLAYS

DRAWN:	AS	APPROVED:	
SCALE @ A1:	1:500	DATE:	July 25
DRAWING No:	2501801	REV:	P01

Appendix B: Action Plan

Draft Travel Plan Action Plan – Barnsley Road, Upper
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Relevant Objective	Measure	Details	Responsibility	Timescales
1, 3, 4	Nearby Facilities	Make site users aware of local services within cycling / walking distance – though the Travel Information Leaflet	TPC	Within 3 months of occupation and then ongoing for the years of the plan to new residents.
1, 3, 4	Walking / Cycling Routes	Promotion of walking and cycling routes near site (particularly off road) and health benefits of this - though the Travel Information Leaflet.	TPC	As above
1, 4	Local Bike Shop Discounts	Discuss the potential for discounted bike / equipment for residents	TPC	Following occupation and travel surveys
	Promotion bike maintenance	Arranging for a local cycle store or other relevant to provide a troubleshooting/maintenance day.	TBC	Within year 1
1,4	Public Transport Infrastructure	Publicise public transport routes, timetables, and fare information to residents -though the Travel Information Leaflet.	TPC	Within 3 months of occupation and then ongoing for the years of the plan to new residents.
4	Car Sharing	Residents to be made aware of local car share databases and will be promoted to residents through Travel Information Leaflet	TPC	Within 3 months of occupation, appropriate review for the 5 years of the plan.
1,4	Information	promote sustainable travel highlighting rail, bus, cycling and walking links.	TPC	Prior to occupation then quarterly review and promotion for the 5 years of the plan.
1,3,4	Welcome Packs / Personalised Travel Plans	Personalised Travel Plans will also be offered to residents if requested	TPC	Prepare and introduce all residents prior to occupation.
3, 4	Car Clubs	Identify any car club options in the area – through the Travel Information Leaflet	TPC	Within 3 months of occupation

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2	Cycle Parking and Storage	Covered and secure cycle parking for all residents. Comprising of secure covered cycle parking.	Developer	To be established as part of construction phase
2,4	Electric Vehicle Charging Points	Electric Vehicle Parking will be provided on site.	Developer	To be installed as part of construction phase
Monitor review	Travel Plan Coordinator (TPC)	To be appointed prior to occupation	Developer	To be appointed prior to occupation
Monitor review	Undertake an initial survey to provide a baseline and inform initial target.	Survey protocols to be confirmed. 70% occupation	Site Operator	At 70% occupation
Monitoring and review	Travel Surveys	Collection of Baseline data relating to the modes of transport used by residents in Year 1. Repeat this process in years 3 and 5. This includes residents travel questionnaires, travel diaries, parking surveys, cycle parking use and car club use as appropriate.	TPC	To be completed as a baseline in Year 1 then repeated in Years 3 and 5.
Monitoring and review	Target Review	Set targets in Year 1 following travel surveys and then review all targets in Years 3 and 5 to see if they are being met.	TPC	Targets to be set in Year 1, following completion of the corresponding travel survey, and reviewed in Years 3 and 5.
Monitoring and review	Additional / Remedial Measures	Further promotion of above initiatives and possible induction of further schemes if targets are not met.	TPC / Site Operator	Annually for 5 years following biennial and snapshot travel surveys being completed.

Appendix C: Travel Survey Questionnaire

TRAVEL PLAN RESIDENTS QUESTIONNAIRE

We are developing a Travel Plan to improve the travel options available to residents and has been appointed to assist in this process. We would like to make sure that we understand the travel patterns and your perceptions of different ways of getting to school and home etc. As such would be grateful if adults (of driving age) in the household would spare a couple of minutes to complete this questionnaire.

Any information you provide will be treated in the strictest confidence. When you have completed your form please return to by

If you have any questions, please contact the Travel Plan Co-Ordinator, by email at or telephone

Section A: About Yourself

1 What is your age?

- Under 55
- 55-65
- Over 65

2 What is your employment status?

- Full time employment
- Part time employment
- Not working / retired

Section B: About Your Travel Patterns

3a What mode of transport do you generally use to travel to work?

- | | | | |
|------------------------|-----------------------|-------------------|-----------------------|
| Walk | <input type="radio"/> | Car (alone) | <input type="radio"/> |
| Cycle | <input type="radio"/> | Car (with others) | <input type="radio"/> |
| Bus | <input type="radio"/> | Motorcycle | <input type="radio"/> |
| Other (please specify) | | | |

PLEASE TURN OVER

TRAVEL PLAN

RESIDENTS QUESTIONNAIRE

3b If you have any children what method of transport do you generally use to travel to and from school?

- | | | | |
|------------------------|-----------------------|-------------------|-----------------------|
| Walk | <input type="radio"/> | Car (alone) | <input type="radio"/> |
| Cycle | <input type="radio"/> | Car (with others) | <input type="radio"/> |
| Bus | <input type="radio"/> | Motorcycle | <input type="radio"/> |
| Other (please specify) | | | |

4 What are your main reasons for using a car to travel to work / transport your children to school? (tick up to three boxes)

- | | | | |
|-------------------------|-----------------------|------------------------------|-----------------------|
| Time savings | <input type="radio"/> | Personal safety | <input type="radio"/> |
| Other uses to/from work | <input type="radio"/> | Cost savings | <input type="radio"/> |
| Health reason | <input type="radio"/> | Other uses to/from work | <input type="radio"/> |
| Car needed during day | <input type="radio"/> | Convenience/flexibility | <input type="radio"/> |
| Other uses to/from work | <input type="radio"/> | Public transport unavailable | <input type="radio"/> |
| No alternative | <input type="radio"/> | | |
| Other uses to/from work | <input type="radio"/> | | |
| Other (please specify) | | | |

2

5 If you didn't use the car today, what were your main reasons?

- | | |
|--------------------------|-----------------------|
| No car available | <input type="radio"/> |
| Time saving | <input type="radio"/> |
| Cheaper alternative | <input type="radio"/> |
| Health / fitness reasons | <input type="radio"/> |
| Avoid traffic congestion | <input type="radio"/> |
| Other (please specify) | |

Please provide contact details in case you are the lucky winner of the prize draw.

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