



Land South of Green Lane, Chesterton

Proof of Evidence of James Bevis: Volume 2 – Figures  
and Appendices

Client: Wates Developments

Appeal Ref: APP/C3105/W/23/3331122

Date: 09 January 2024

Land South of Green Lane, Chesterton

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i-Transport Ref: APP/C3105/W/23/3331122

Date: 09 January 2024

**i-Transport LLP**

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## Quality Management

Report No.	Comments	Date	Author	Authorised
ITB14377-013	First Draft	22 December 2023	JCB	JCB
ITB14377-013A	Second Draft	4 January 2024	JCB	JCB
ITB14377-013B	Final	8 January 2024	JCB	JCB
ITB14377-013C	Issue	9 January 2024	JCB	JCB

File Ref: [https://itrans-my.sharepoint.com/personal/james\\_bevis\\_i-transport\\_co\\_uk/Documents/ITB14377-013C](https://itrans-my.sharepoint.com/personal/james_bevis_i-transport_co_uk/Documents/ITB14377-013C) R  
Proof of Evidence of James Bevis - Issue - Text.docx

## VOLUME 2: FIGURES AND APPENDICES

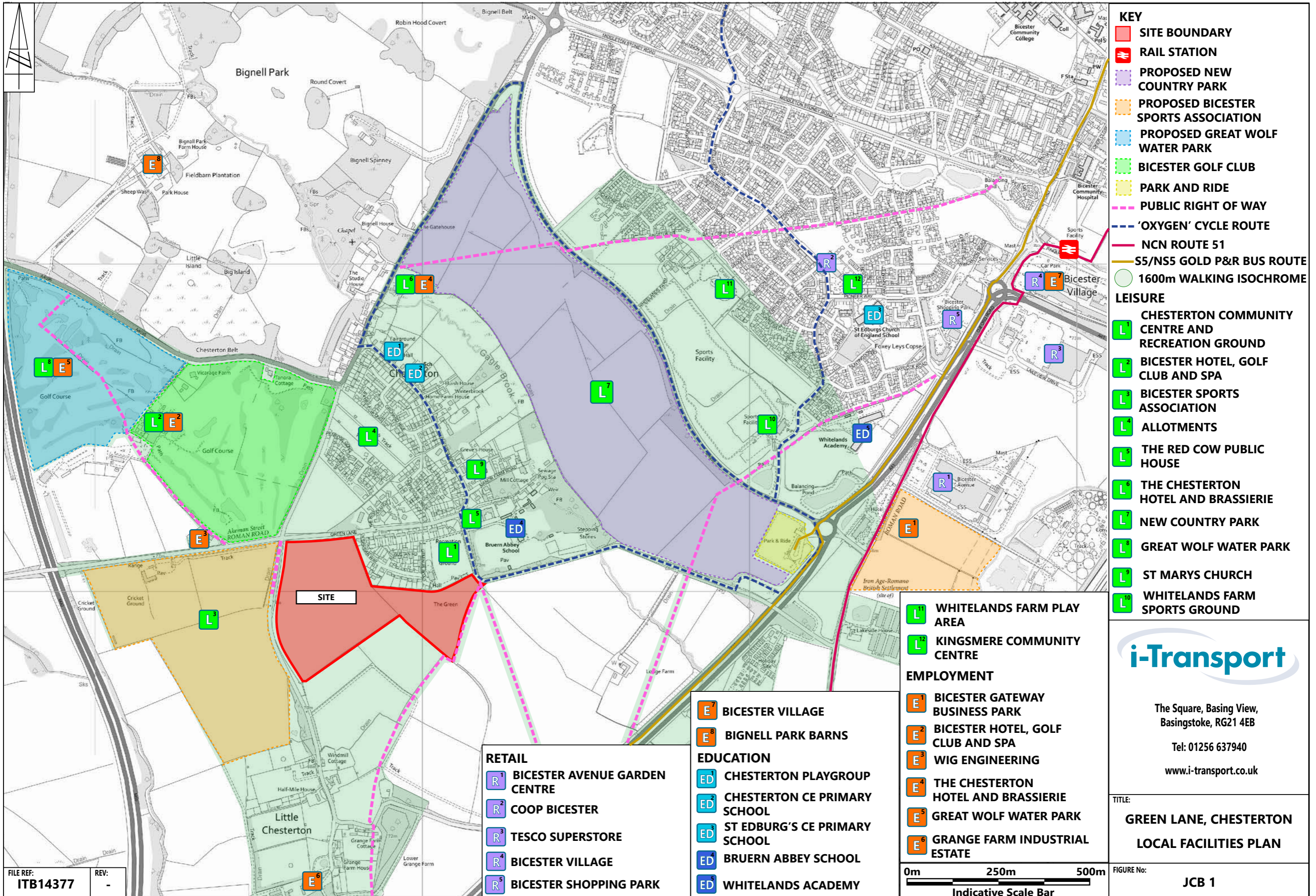
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APPENDIX C.	Enterprise Car Club Proposal

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  - PROPOSED NEW COUNTRY PARK
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  - BICESTER GOLF CLUB
  - PARK AND RIDE
  - PUBLIC RIGHT OF WAY
  - 'OXYGEN' CYCLE ROUTE
  - NCN ROUTE 51
  - S5/NS5 GOLD P&R BUS ROUTE
  - 1600m WALKING ISOCHROME

- LEISURE**
- CHESTERTON COMMUNITY CENTRE AND RECREATION GROUND
  - BICESTER HOTEL, GOLF CLUB AND SPA
  - BICESTER SPORTS ASSOCIATION
  - ALLOTMENTS
  - THE RED COW PUBLIC HOUSE
  - THE CHESTERTON HOTEL AND BRASSIERIE
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  - ST MARYS CHURCH
  - WHITLANDS FARM SPORTS GROUND

- WHITLANDS FARM PLAY AREA
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- EMPLOYMENT**
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  - GREAT WOLF WATER PARK
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- RETAIL**
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  - COOP BICESTER
  - TESCO SUPERSTORE
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  - BICESTER SHOPPING PARK

- EDUCATION**
- CHESTERTON PLAYGROUP
  - CHESTERTON CE PRIMARY SCHOOL
  - ST EDBURG'S CE PRIMARY SCHOOL
  - BRUERN ABBEY SCHOOL
  - WHITLANDS ACADEMY

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TITLE:  
**GREEN LANE, CHESTERTON  
LOCAL FACILITIES PLAN**

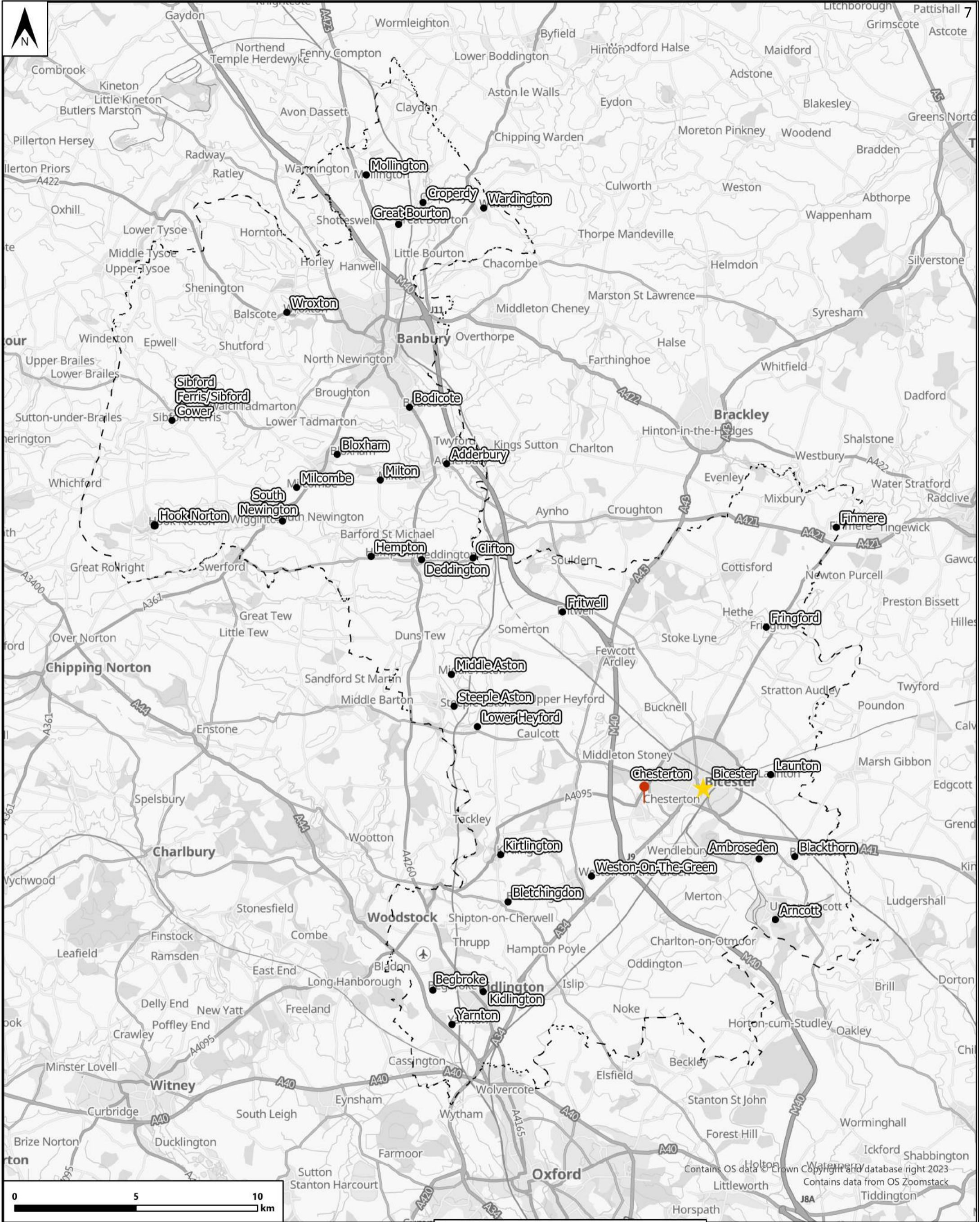


FIGURE No:  
**JCB 1**

FILE REF:  
**ITB14377**

REV:  
**-**

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Title: <b>Category A Villages</b>		
Project: <b>Green Lane, Chesterton</b>		
Project Number: <b>ITB14377</b>	Figure Number: <b>JCB 2</b>	Revision: <b>-</b>

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Contains data from OS Zoomstack

**APPENDIX A.** LCWIP Map



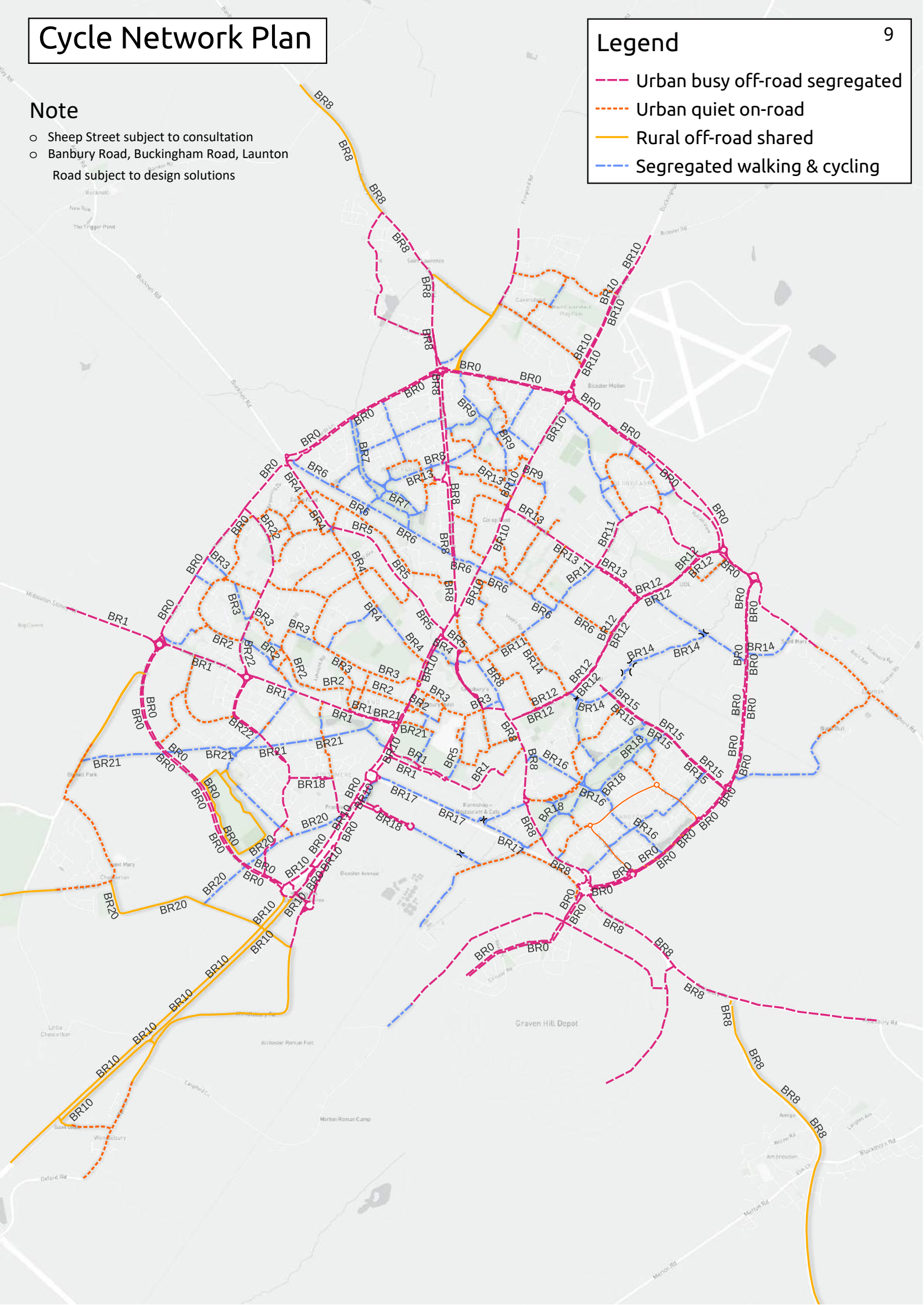
# Cycle Network Plan

## Note

- Sheep Street subject to consultation
- Banbury Road, Buckingham Road, Launton Road subject to design solutions

## Legend

- Urban busy off-road segregated
- - - Urban quiet on-road
- Rural off-road shared
- - - Segregated walking & cycling



## **APPENDIX B.** Bus Viability Calculations

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# Green Lane, Chesterton: Bus Viability Calculations

Ref: JCB/ITB14377-014A TN  
Date: 8 January 2024

## SECTION 1 Introduction

1.1 Substantial financial contributions have been/will be secured by OCC for providing bus services in Chesterton:

- Great Wolf Lodge contribution = £1,600,000
- Appeal Scheme contribution = £166,551
- **Total = £1,766,551**

1.2 This note assesses how these contributions could be spent to deliver an effective public bus in Chesterton.

1.3 Relevant calculations are included in **Annex A**.

## SECTION 2 Revenue

2.1 Chesterton currently has circa 456 households with 1,179 people. Assuming the same level of occupancy, the appeal scheme of 147 new homes will accommodate 380 people.

2.2 DfT Bus Statistics<sup>1</sup> show that in 2023, people in Oxfordshire made an average of 46.25 bus journeys each.

2.3 Therefore, the existing population of Chesterton could generate 54,527 bus journeys. The appeal scheme would add a further 17,574 bus journeys.

2.4 The revenue from these journeys has been calculated on the basis that:

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<sup>1</sup> Ref: <https://www.gov.uk/government/collections/bus-statistics>

- 14% of these journeys would be concessionary travel.
- An average bus fare is £1.80.
- The operator would recover 80% of this average fare for concessionary travel.

2.5 The following annual bus revenue could therefore be expected:

- Existing population - £95,303.88
- Appeal scheme – £30,716.28
- **Total - £126,020.16**

2.6 To provide a robust assessment, no allowance has been made for other people on the route who might use the service, including those travelling from Bicester to the facilities and services in Chesterton. Also, no allowance has been made for any patronage associated with the Great Wolf Lodge scheme.

## SECTION 3 Costs

3.1 Based on recent (December 2023) experience in Buckinghamshire, the cost of running a bus service per year is as follows:

- A standard bus operating six days per week including an early evening service = £175,000
- A small demand responsive travel (DRT) bus operating five days per week = £133,000
- An additional day (Saturday) for a DRT bus = £35,000

3.2 There is no reason why these costs would not apply to neighbouring Oxfordshire.

## SECTION 4 Viability Calculations

4.1 For the purpose of this assessment, it is assumed that the new public bus service would be delivered in Year 1, with the appeal scheme delivered in thirds in Years 2 to 4.

4.2 The calculations in **Annex A** show that from Year 4 onwards:

- A standard bus would run at an annual deficit of £48,979.84.
- A six-day DRT bus would run at an annual deficit of £41,979.84.
- A five-day DRT service would run at an annual deficit of £6,979.84.

4.3 The combined public transport contribution would be sufficient to cover this deficit for:

- 34 years with a standard bus.
- 40 years for a six-day DRT service.
- 243 years for a five-day DRT service.

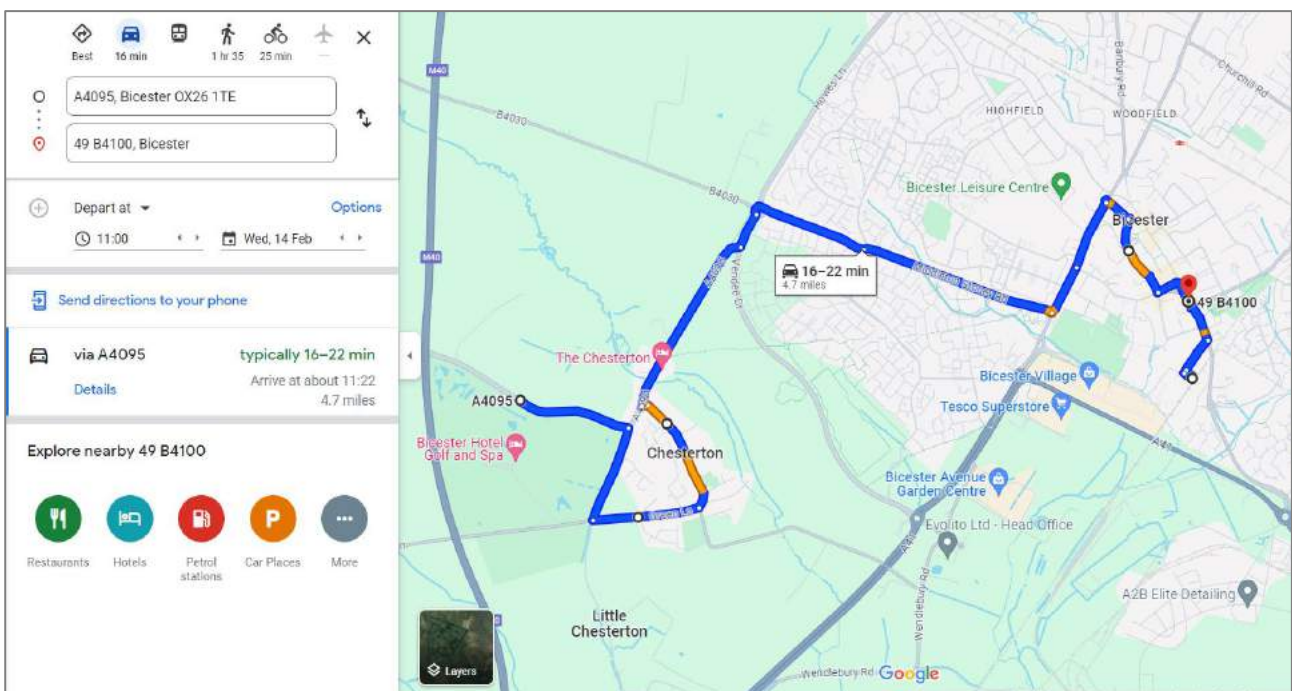
4.4 This provides plenty of time for additional development to come forward in Chesterton to provide the additional patronage and revenue to make the bus service commercially viable without subsidy.

4.5 The calculations show that 382 additional homes would be needed to provide a commercially viable service, i.e. the appeal scheme plus 235 further homes. More than that number is envisaged by the Regulation 18 Local Plan.

## SECTION 5 Example Route and Frequency

5.1 The final route will be determined by OCC in consultation with the bus operator. A potential and sensible route is shown below:

**Image 5.1: Potential Bus Route**



5.2 This route would serve Great Wolf Lodge, the appeal scheme, Chesterton Village, Bicester town centre and Bicester Village Rail Station.

- 5.3 The journey time into Bicester is circa 16 to 22 minutes. Therefore, a half hour journey including a layover at each end is more than achievable. This would allow the bus to operate with an hourly frequency in both directions.

## SECTION 6 Summary

- 6.1 More people are needed in Chesterton to make a frequent public bus service commercially viable. The additional level of development envisaged by the Regulation 18 Local Plan will provide this.
- 6.2 In the interim, the appeal scheme helps to close the gap. The total funding from Great Wolf Lodge and the appeal scheme should be sufficient to operate an hourly frequency bus service to Bicester for 34 years. This is a considerable period and provides ample time for additional patronage to be found.

## **ANNEX A. CALCULATIONS**

	Existing Population	Appeal Scheme
Households	456	147
People per household	2.59	
<b>People</b>	<b>1,179</b>	<b>380</b>
Bus journeys per person per year	46.25	
Concessionary bus journeys %	14%	
Total Chesterton bus journeys	54,527	17,574
<b>Non-concessionary journeys</b>	<b>46,625</b>	<b>15,027</b>
<b>Concessionary journeys</b>	<b>7,902</b>	<b>2,547</b>
Average Bus fare	£1.80	
Concessionary fare reimbursement	£1.44	
<b>Annual Revenue:</b>		
Non-concessionary journeys	£83,925.00	£27,048.60
Concessionary journeys	£11,378.88	£3,667.68
<b>Total</b>	<b>£95,303.88</b>	<b>£30,716.28</b>

Source: NOMIS - 2021 Census Data for Super Output Areas: E00144848, E000185961, E00186079

Source: DfT Bus statistics data tables - 2023 figures

Typical figure based on experience and standard £2 single fare in Oxon  
Assumes operator will be reimbursed at 80% of average bus fare

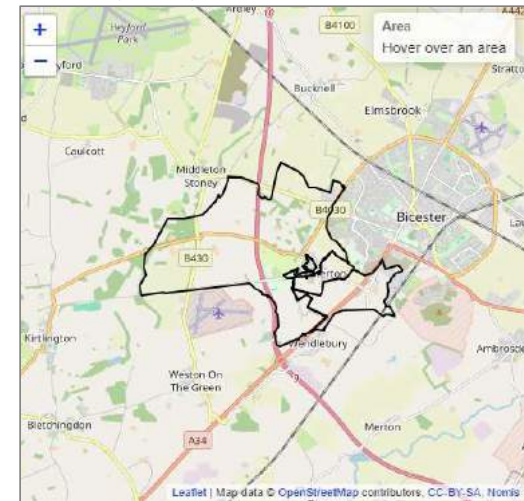
#### Annual Bus Costs

Standard bus	£175,000.00
DRT (minibus) - 5 days	£133,000.00
DRT - Saturdays	£35,000.00

December 2023 Figures  
from BCC

Great Wolf Lodge contribution	£1,600,000.00
Appeal Scheme contribution	£166,551.00
<b>Total contributions</b>	<b>£1,766,551.00</b>

#### Census Super Output Areas:



\* -NB. 382 new homes needed for a standard bus to become commercially viable, i.e. annual revenue > annual cost



	Revenue			Standard Bus Service			6 Day DRT Service			5 Day DRT Service		
	From Existing Population	From Additional Population	Total	Cost	Annual Shortfall	Cumulative Shortfall	Cost	Annual Shortfall	Cumulative Shortfall	Cost	Annual Shortfall	Cumulative Shortfall
Year 1	£95,303.88	£0.00	£95,303.88	£175,000.00	-£79,696.12	-£79,696.12	£168,000.00	-£72,696.12	-£72,696.12	£133,000.00	-£37,696.12	-£37,696.12
Year 2	£95,303.88	£10,238.76	£105,542.64	£175,000.00	-£69,457.36	-£149,153.48	£168,000.00	-£62,457.36	-£135,153.48	£133,000.00	-£27,457.36	-£65,153.48
Year 3	£95,303.88	£20,477.52	£115,781.40	£175,000.00	-£59,218.60	-£208,372.08	£168,000.00	-£52,218.60	-£187,372.08	£133,000.00	-£17,218.60	-£82,372.08
Year 4	£95,303.88	£30,716.28	£126,020.16	£175,000.00	-£48,979.84	-£257,351.92	£168,000.00	-£41,979.84	-£229,351.92	£133,000.00	-£6,979.84	-£89,351.92
Year 5	£95,303.88	£30,716.28	£126,020.16	£175,000.00	-£48,979.84	-£306,331.76	£168,000.00	-£41,979.84	-£271,331.76	£133,000.00	-£6,979.84	-£96,331.76
Year 6	£95,303.88	£30,716.28	£126,020.16	£175,000.00	-£48,979.84	-£355,311.60	£168,000.00	-£41,979.84	-£313,311.60	£133,000.00	-£6,979.84	-£103,311.60
Year 7	£95,303.88	£30,716.28	£126,020.16	£175,000.00	-£48,979.84	-£404,291.44	£168,000.00	-£41,979.84	-£355,291.44	£133,000.00	-£6,979.84	-£110,291.44
Year 8	£95,303.88	£30,716.28	£126,020.16	£175,000.00	-£48,979.84	-£453,271.28	£168,000.00	-£41,979.84	-£397,271.28	£133,000.00	-£6,979.84	-£117,271.28
Year 9	£95,303.88	£30,716.28	£126,020.16	£175,000.00	-£48,979.84	-£502,251.12	£168,000.00	-£41,979.84	-£439,251.12	£133,000.00	-£6,979.84	-£124,251.12
Year 10	£95,303.88	£30,716.28	£126,020.16	£175,000.00	-£48,979.84	-£551,230.96	£168,000.00	-£41,979.84	-£481,230.96	£133,000.00	-£6,979.84	-£131,230.96
Year 11	£95,303.88	£30,716.28	£126,020.16	£175,000.00	-£48,979.84	-£600,210.80	£168,000.00	-£41,979.84	-£523,210.80	£133,000.00	-£6,979.84	-£138,210.80
Year 12	£95,303.88	£30,716.28	£126,020.16	£175,000.00	-£48,979.84	-£649,190.64	£168,000.00	-£41,979.84	-£565,190.64	£133,000.00	-£6,979.84	-£145,190.64
Year 13	£95,303.88	£30,716.28	£126,020.16	£175,000.00	-£48,979.84	-£698,170.48	£168,000.00	-£41,979.84	-£607,170.48	£133,000.00	-£6,979.84	-£152,170.48
Year 14	£95,303.88	£30,716.28	£126,020.16	£175,000.00	-£48,979.84	-£747,150.32	£168,000.00	-£41,979.84	-£649,150.32	£133,000.00	-£6,979.84	-£159,150.32
Year 15	£95,303.88	£30,716.28	£126,020.16	£175,000.00	-£48,979.84	-£796,130.16	£168,000.00	-£41,979.84	-£691,130.16	£133,000.00	-£6,979.84	-£166,130.16
Year 16	£95,303.88	£30,716.28	£126,020.16	£175,000.00	-£48,979.84	-£845,110.00	£168,000.00	-£41,979.84	-£733,110.00	£133,000.00	-£6,979.84	-£173,110.00
Year 17	£95,303.88	£30,716.28	£126,020.16	£175,000.00	-£48,979.84	-£894,089.84	£168,000.00	-£41,979.84	-£775,089.84	£133,000.00	-£6,979.84	-£180,089.84
Year 18	£95,303.88	£30,716.28	£126,020.16	£175,000.00	-£48,979.84	-£943,069.68	£168,000.00	-£41,979.84	-£817,069.68	£133,000.00	-£6,979.84	-£187,069.68
Year 19	£95,303.88	£30,716.28	£126,020.16	£175,000.00	-£48,979.84	-£992,049.52	£168,000.00	-£41,979.84	-£859,049.52	£133,000.00	-£6,979.84	-£194,049.52
Year 20	£95,303.88	£30,716.28	£126,020.16	£175,000.00	-£48,979.84	-£1,041,029.36	£168,000.00	-£41,979.84	-£901,029.36	£133,000.00	-£6,979.84	-£201,029.36
Year 21	£95,303.88	£30,716.28	£126,020.16	£175,000.00	-£48,979.84	-£1,090,009.20	£168,000.00	-£41,979.84	-£943,009.20	£133,000.00	-£6,979.84	-£208,009.20
Year 22	£95,303.88	£30,716.28	£126,020.16	£175,000.00	-£48,979.84	-£1,138,989.04	£168,000.00	-£41,979.84	-£984,989.04	£133,000.00	-£6,979.84	-£214,989.04
Year 23	£95,303.88	£30,716.28	£126,020.16	£175,000.00	-£48,979.84	-£1,187,968.88	£168,000.00	-£41,979.84	-£1,026,968.88	£133,000.00	-£6,979.84	-£221,968.88
Year 24	£95,303.88	£30,716.28	£126,020.16	£175,000.00	-£48,979.84	-£1,236,948.72	£168,000.00	-£41,979.84	-£1,068,948.72	£133,000.00	-£6,979.84	-£228,948.72
Year 25	£95,303.88	£30,716.28	£126,020.16	£175,000.00	-£48,979.84	-£1,285,928.56	£168,000.00	-£41,979.84	-£1,110,928.56	£133,000.00	-£6,979.84	-£235,928.56
Year 26	£95,303.88	£30,716.28	£126,020.16	£175,000.00	-£48,979.84	-£1,334,908.40	£168,000.00	-£41,979.84	-£1,152,908.40	£133,000.00	-£6,979.84	-£242,908.40
Year 27	£95,303.88	£30,716.28	£126,020.16	£175,000.00	-£48,979.84	-£1,383,888.24	£168,000.00	-£41,979.84	-£1,194,888.24	£133,000.00	-£6,979.84	-£249,888.24
Year 28	£95,303.88	£30,716.28	£126,020.16	£175,000.00	-£48,979.84	-£1,432,868.08	£168,000.00	-£41,979.84	-£1,236,868.08	£133,000.00	-£6,979.84	-£256,868.08
Year 29	£95,303.88	£30,716.28	£126,020.16	£175,000.00	-£48,979.84	-£1,481,847.92	£168,000.00	-£41,979.84	-£1,278,847.92	£133,000.00	-£6,979.84	-£263,847.92
Year 30	£95,303.88	£30,716.28	£126,020.16	£175,000.00	-£48,979.84	-£1,530,827.76	£168,000.00	-£41,979.84	-£1,320,827.76	£133,000.00	-£6,979.84	-£270,827.76
Year 31	£95,303.88	£30,716.28	£126,020.16	£175,000.00	-£48,979.84	-£1,579,807.60	£168,000.00	-£41,979.84	-£1,362,807.60	£133,000.00	-£6,979.84	-£277,807.60
Year 32	£95,303.88	£30,716.28	£126,020.16	£175,000.00	-£48,979.84	-£1,628,787.44	£168,000.00	-£41,979.84	-£1,404,787.44	£133,000.00	-£6,979.84	-£284,787.44
Year 33	£95,303.88	£30,716.28	£126,020.16	£175,000.00	-£48,979.84	-£1,677,767.28	£168,000.00	-£41,979.84	-£1,446,767.28	£133,000.00	-£6,979.84	-£291,767.28
Year 34	£95,303.88	£30,716.28	£126,020.16	£175,000.00	-£48,979.84	-£1,726,747.12	£168,000.00	-£41,979.84	-£1,488,747.12	£133,000.00	-£6,979.84	-£298,747.12
							Subsidy runs out in Year 40			Subsidy runs out in Year 243!		

## **APPENDIX C.** Enterprise Car Club Proposal

*Planning and building?*

THINK ENTERPRISE CAR CLUB

i-Transport - Chesterton Development  
Dec 2023





P Car club permit holders only

At any time

enterprise CarClub  
plus service available at the time of use  
RESERVED PARKING  
EnterpriseCarClub call 0800 344 0000

breakfast, lunch and dinner

enterprise CarClub

FN65 6ZU



# *Car Club Overview*

# Our Story

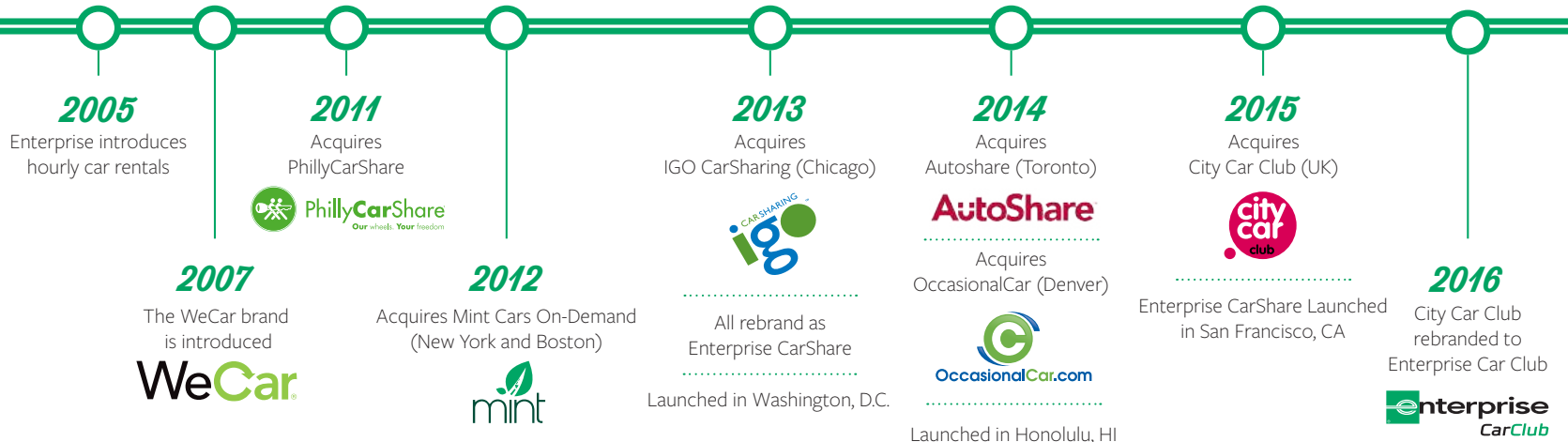


Enterprise Car Club offers your residents and the wider community access to vehicles 24/7, 365. This initiative has grown to include markets in the UK, US and Canada partnering with government, corporate, local authorities, universities and developers.

Enterprise Car Club is a natural extension of Enterprise Holdings' long term commitment to mobility solutions by providing sustainable, financial and operational transportation to businesses and communities.



**TODAY** The Enterprise Car Club network serves organisations, universities and retail markets throughout the UK, continuing our focus on meeting local transportation needs and delivering a sustainable customised service for more than 60 years.





# *Planning & Building*



## Planning & Building

Whether you are a property developer, housing association or local authority, Enterprise Car Club is the first choice for any organisation looking to implement a Car Club.

By implementing Enterprise Car Club, we can save your business time and money. Our dedicated property development account manager will support your requirements from start to finish, taking all the hassle away.



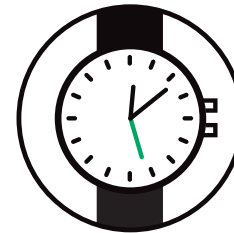
Zero  
Maintenance



Reduced  
Costs



A Green  
Choice



Instant  
Access

**“Car clubs emit one tonne of carbon a year less than an average car for the same mileage.”**

Carplus, 2016





## *Supporting your project*

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Our dedicated property development account managers have experience in planning and implementing car clubs for a variety of developments ranging in size and location.

- Planning Permission - The inclusion of Enterprise Car Club could increase the likelihood of gaining the most optimal planning permission for your project
- Section 106 requirements – Enterprise Car Club will address specific concerns of local authorities relating to parking pressure and will fulfil the requirements outlined in Section 106 agreements (Section 75 in Scotland).
- Attract buyers and tenants - Adding a car club gives you the ability to advertise properties as ‘comes with access to a car!’.
- Maximise on-site space - Cut build costs and reduce construction time by reducing the parking requirements within your project.
- Reduce congestion - Contribute towards reducing congestion and encourage a sustainable and economical alternative to car ownership.



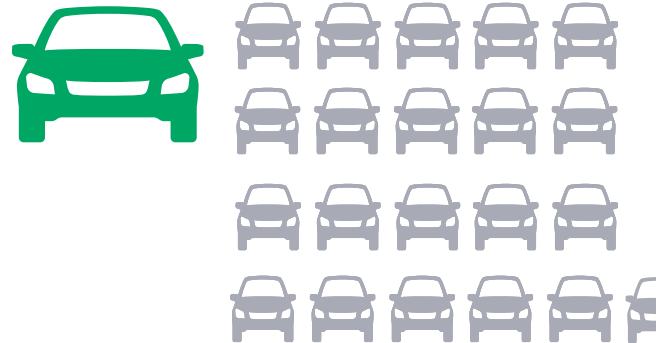


# *Why Enterprise Car Club?*



## The Benefits

- **Dedicated Account Manager:** A single point of contact managing your account throughout the process.
- **Our Experience:** We have a strong track record of implementing projects with some of the country's leading property developers, housing associations and local authorities.
- **We're Growing:** We currently manage and maintain a growing fleet of vehicles located in 180 UK towns and cities including Brighton, Bristol, Cardiff, Edinburgh, Leeds, London, Manchester and Sheffield.
- **Vehicle Range:** We have a range of vehicles to suit all needs from small city cars to, 7 seaters, vans and even electric vehicles



**A Car Club vehicle removes 20.5 privately owned vehicles from the road.**

*(Source: Como UK)*





# *Account Management*



# *Account Management*

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Because every development is different, we tailor the timeline and plan based on your needs. Below is a top line example of the support we provide as part of implementing Enterprise Car Club into your development.

## **IMPLEMENTATION**

- Discuss best practice and effective “Vehicle Live” date
- Provide a bespoke proposal that discharges your section 106 requirements
- Identify optimal vehicle types and locations
- Site visits to check placement and delivery of the vehicles
- Build and support the communication of any relevant membership offers for residents

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**Our experienced and dedicated  
account managers will help you  
every step of the way.**

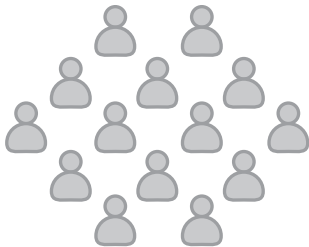
# Benefits



Enterprise Car Club provides residents and tenants with access to more than 1700 vehicles 24/7/365 in 180 UK towns and cities.

## RESIDENT BENEFITS:

- Access to a vehicle without the financial burden of ownership
- Access to vehicles across the UK
- Low hourly and daily rates
- Preferential membership options
- Zero vehicle maintenance responsibilities
- Mode of travel which compliments public transport
- Vehicles can be reserved in advance or at the last minute
- Dedicated Clubhouse team available 24/7





# Member Experience

We've made the process simple so members can get where they need to go and worry less about how to get there.



1

## Reserve

Head to your online app, discover your nearest car and then make a reservation either online, over the phone or via your free phone app. Reservations can be made in advance or right at the last minute, any time of the day or night.



2

## Unlock & Go

Head to the vehicle at the reserved time, hold your clever membership card over the card reader on the windscreen and the car will unlock. Alternatively, use our intuitive app - just press the 'unlock' feature and it will open the vehicle.

During the initial one time application process, members will create a unique 4 digit pin - this is used once you're in the vehicle. Simply reach in to the glove box, take out the in-car computer, enter those four digits and take the keys.



3

## Return

The vehicle is now yours to drive for the reserved time. Just remember to bring it back to the bay when you're done. If you find you need a little extra time you can extend the reservation from the vehicle itself, via the website, app or by calling us via the in-car handset.

**Need more info?** Watch the "How it Works" video at [EnterpriseCarClub.co.uk](https://www.enterpriseclub.co.uk)





# Property Development Events



Once vehicles are in place, your dedicated account manager can work with you to hold events promoting the new on-site service to your residents.





enterprise  
CarClub

COST & CONFIRMATION



CAR BOOKED

Booking Reference

COLLECT 11:30 27 JAN

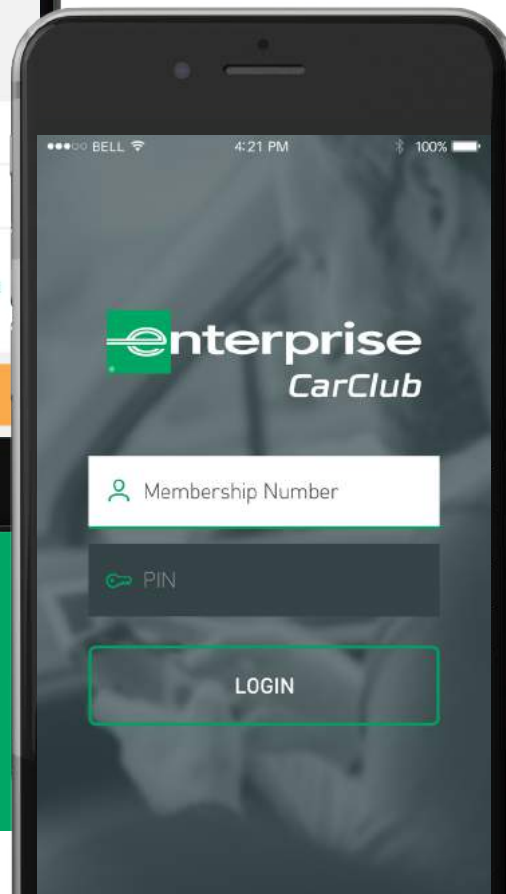
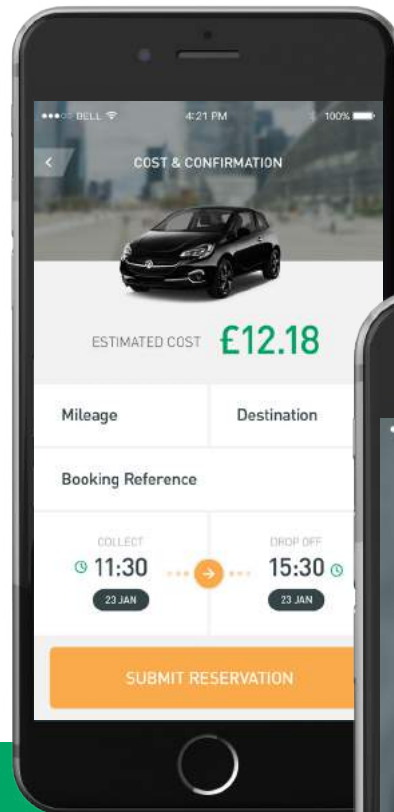
DROP OFF 15:30 27 JAN

SUBMIT RESERVATION

FN65 H5U



*Download today!*



## MOBILE RESERVATIONS

- > Create
- > Modify
- > Extend
- > Cancel

## FEATURES

- > Geo-location
- > Reserve Vehicles
- > Click to call the Clubhouse team and roadside assistance
- > Interactive Maps

# Detail of the proposal

Chesterton Development : c. 147 homes




- Enterprise Car Club can supply all residents of the new development **free membership of Enterprise Car Club** (normally £60) and **"£50 drive time"** (combined £110 value/per person). Enterprise would ensure that the above offer would be available to multiple residents at the same address.
- Bespoke marketing material would be provided by Enterprise as an inclusive part of the service, in addition to our attendance at any promotional events.
- After the required year(s) and the service is commercially viable, Enterprise will be happy to continue to operate the space (with no ongoing charges to the developer for that vehicle).
- The landowners are responsible for the maintenance of the bays. Enterprise are responsible for the service and vehicles, and would supply all signage.
- Active Enterprise Car Club members will receive discount on rentals with Enterprise-Rent-A-Car. The development will be covered by the Enterprise free "We'll pick you up service".
- Residents will have access to all 1700+ vehicles across the UK.
- Creation of reports and statistics for the developer and council included. Zero vehicle maintenance and cleaning responsibilities for the developer.

• **Costings:**

Free membership Enterprise Car Club and £50 'drive time' credit (combined £110 value/per person) for each tenant within the development	Included
In Car Technology	Included
Marketing support & materials to promote the scheme to residents	Included
Fuel Card	Included
Onsite demonstration/open days	Included
24/7 'Clubhouse' Support Line	Included
Signage	Included
Weekly Cleaning	Included
Full Maintenance	Included
Access to 1700 additional Car Club vehicles across the UK	Included
Discounted Car Rental from 450 UK branch locations	Included
Enterprise dedicated account manager	Included
<b>Low Emission Vehicle (Cost per car)</b>	<b>£9,500/yr</b>
<b>Hybrid Vehicle (Cost per car)</b>	<b>£10,500/yr</b>
<b>EV (Cost per car)</b>	<b>£11,500/yr</b>

**Randall Rickabaugh**

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THERE'S MORE TO ENTERPRISE THAN YOU MIGHT THINK



**enterprise**  
*CarClub*



MIX  
Paper



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