

Dear Sir,

The future of personal transport

Transport infrastructure and its huge overcapacity are notoriously overlooked in analyses of the disruptive innovations that lie ahead in personal transport. All interest is focused at a micro level, on changes in vehicle technology, such as driverless cars, and arrangements such as car-sharing (*The Economist*, January 9<sup>th</sup> 2016).

Major benefits, in efficiency, comfort and for the environment, will first emerge when we optimize interaction at macro and micro levels. Only the public sector, the predominant owner of infrastructure and public transport, can seize the initiative by introducing dynamic charges, which would vary according to demand and environmental concerns, for space on roads and public transport. Privately produced digital services, based on the Internet of People and Things, service design and ubiquitous mobile computing, are leading the way towards a multimodal digital platform open to all types of transport.

The technology for systems of this kind already exists. What we lack is radical institutional innovation that would interlink both the modes of transport, supply and demand, and transport users and producers via individualized agreements. Because the public sector, with its monopoly-like status, is insensitive to market influence and horizontal threats, disruptive innovation here would be driven either by some great vision or in response to a calamitous event.

Let's keep our eyes peeled for Ken Livingstone 2.0.

Yours faithfully,

Anders Gullberg

Researcher

The Royal Institute of Technology

Stockholm