

drivers that isn't going to happen but with self-driving vehicles then such privilege can be automated.

Of course, there'd be reactions against this but any canny player can start with the argument of providing faster routes to emergency vehicles first (e.g. fire, ambulance) and once that has been established introduce more commercial priority. Later, this can be further reinforced by geo-fencing privilege to a point that vehicles won't drive into geographies unless you're of the right membership level. To many that will probably sound reasonable right up until the point that some future member of Government is facing the press after an environmental disaster (e.g. a flood) where all the wealthy people with the right digital status escaped quickly and most of the poor people were stuck in cars in long traffic jams. Embedding social inequality in transportation is going to happen (i.e. the market is foolish enough and Government is gullible enough) and it'll lead to a lot of angry voters i.e. potential pitchfork holders.

Obviously, this sort of change has all sorts of knock on social effects and such reinforcement of privilege and the harm it could cause needs to be considered. Governments should scenario plan far into the future. However, the point of maps is not just help to discuss the obvious stuff e.g. the loss of licensing revenue to DVLA, the impacts to traffic signalling, the future banning of human drivers (who are in effect priced off the road due to insurance) or the impacts to car parks. The point of maps is to help us find that which we could prepare for. Of course, we can take this a step further. We've previously discussed the use of doctrine to compare organisations and the use of the peace,