With composite traffic, the service and flexibility is comparable to the car, most pressures reduce by 50-70% but driver salary costs are high. Ca. 50% of passengers found it attractive. The system can start in a small way and expand later.

We studied:
1. how effectively trips can be combined
2. what the various costs of each option are
3. what is the variation of perceived costs among passengers
4. what incentives are needed to reach targets

Composite traffic alone cannot cover all needs of car ownership, but it is almost as good when combined with car sharing or rental.

There is an inefficiency bump at 0-20% composite fraction: with too low trip volumes, the benefits from aggregating trips are not realised, and the system is not profitable.

With composite traffic:
1. The pressures from road traffic have stimulated efforts to reduce emissions, congestion, injuries, and need to travel.
2. New fuels and engines, particle traps, catalysts, driving style, traffic control, speed limits, airbags, ABS brakes, urban planning, and other actions.
3. Subsidies to public transport, new fuels and engines, particle traps, catalysts, driving style, traffic control, speed limits, airbags, ABS brakes, urban planning, and other actions.
4. Price of a trip, emissions, congestion, injuries, city infrastructure, recreational values, need to travel, composite traffic aggregates similar trips into public vehicles.

There are several new personal rapid transit (PRT) solutions under operation or preparation. However, all require extensive new infrastructure, either vehicles or roads.