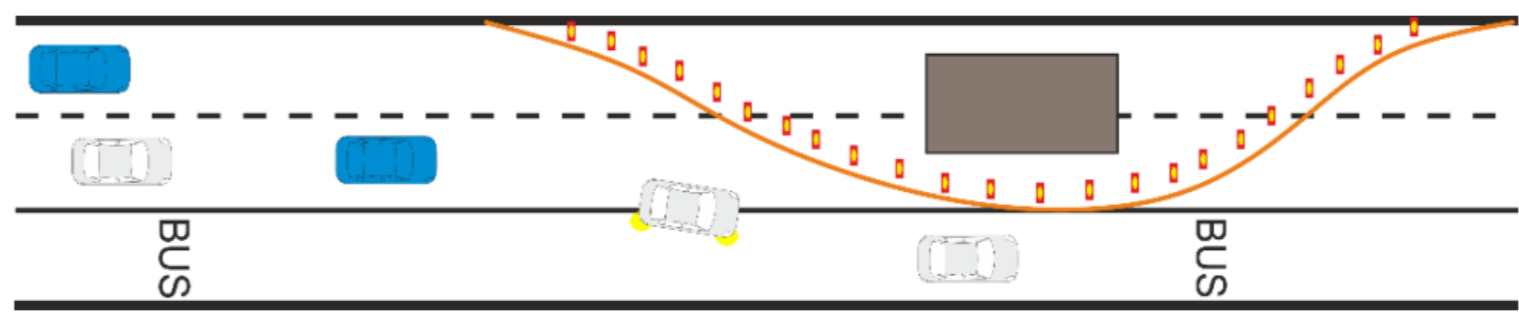
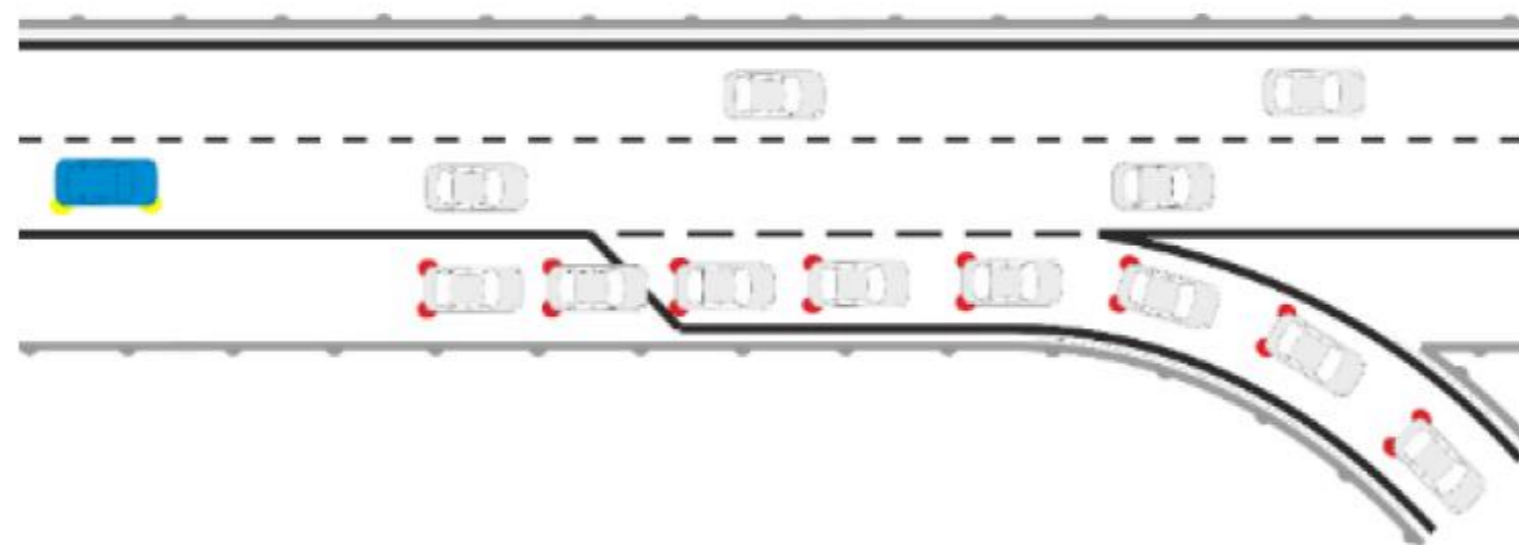
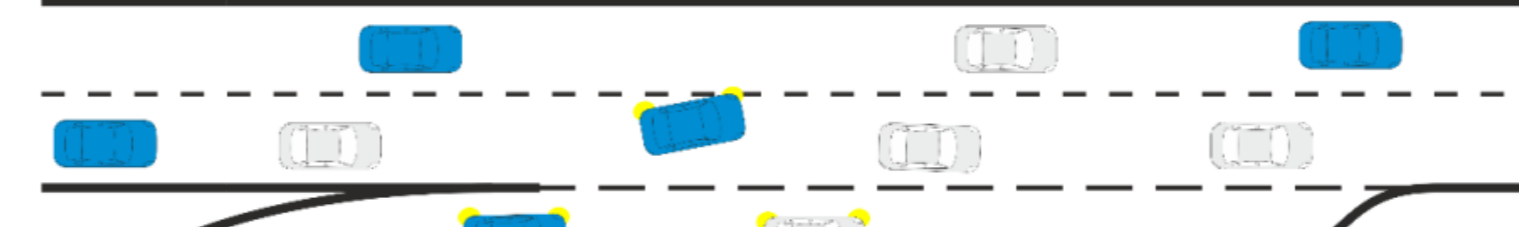

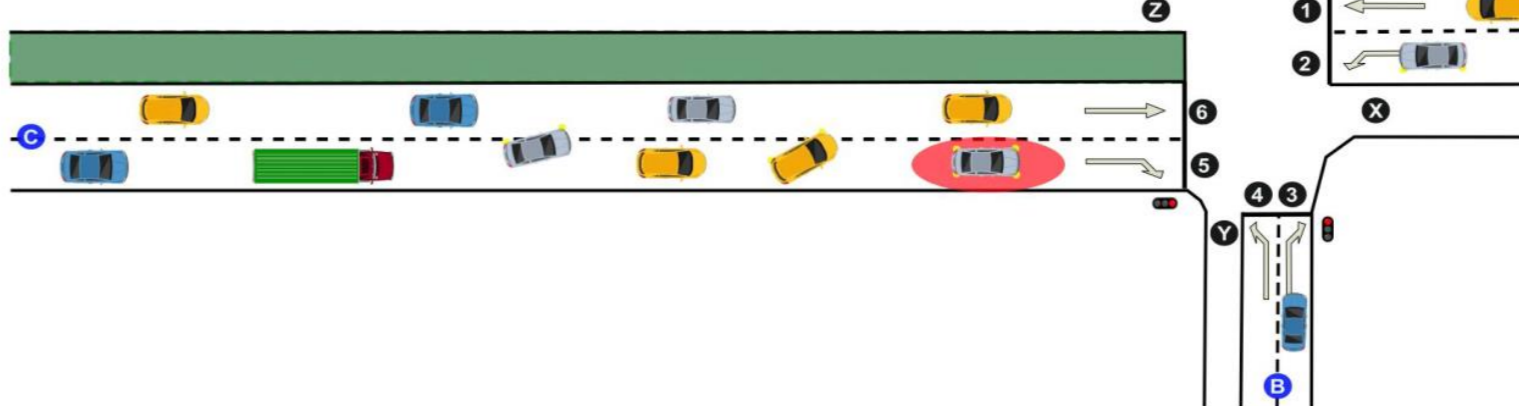
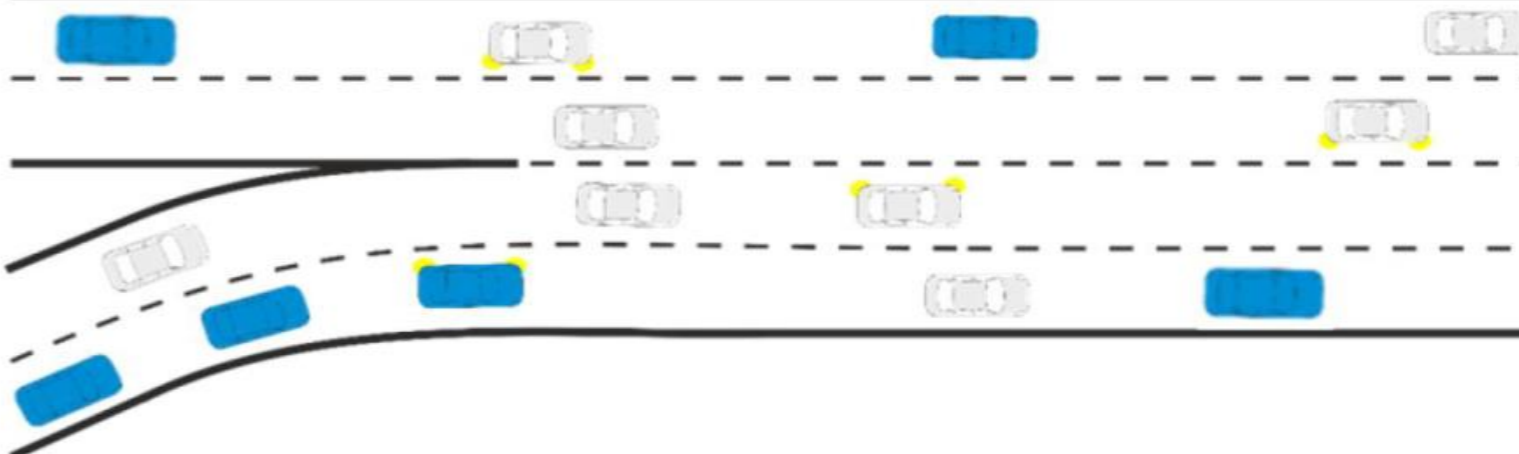
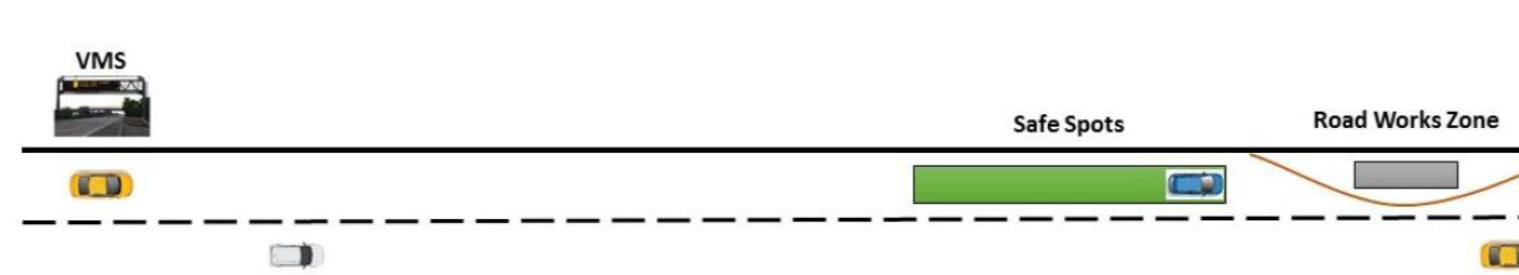
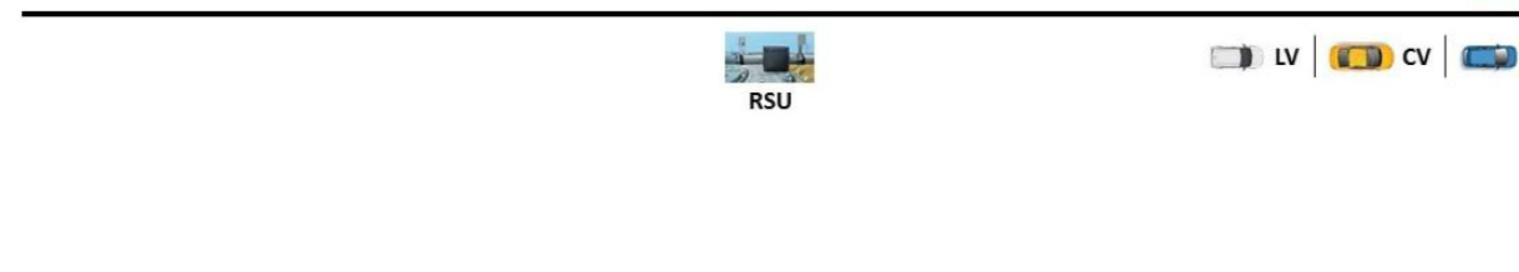
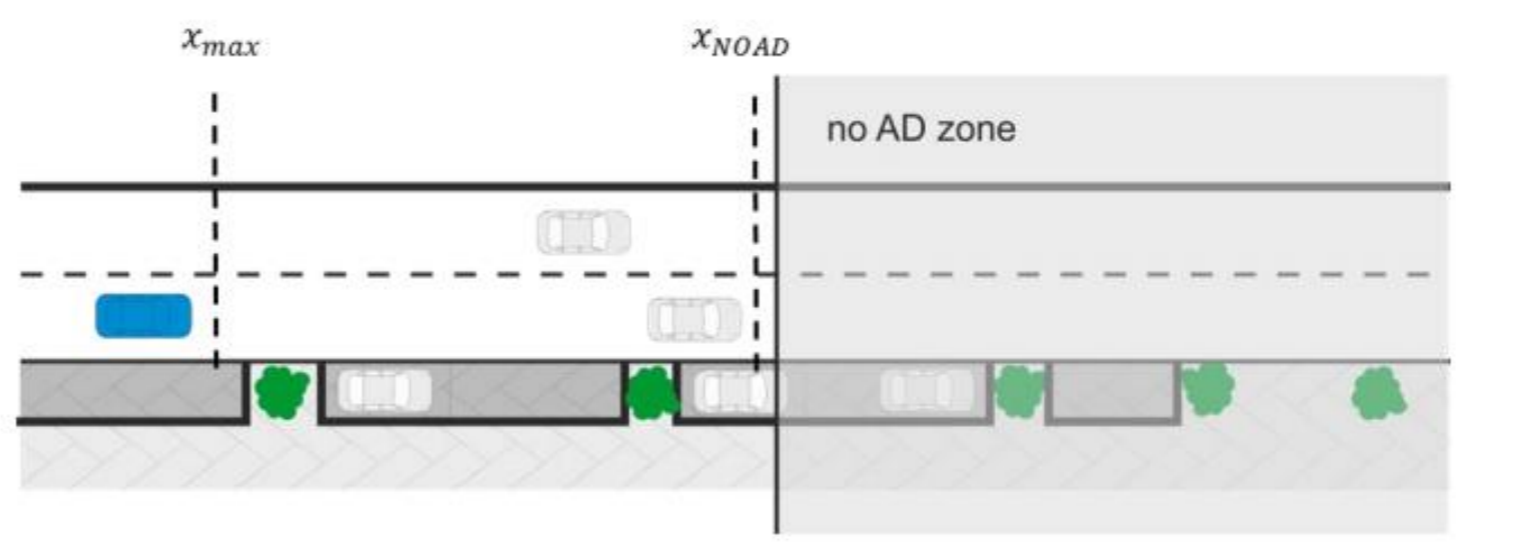
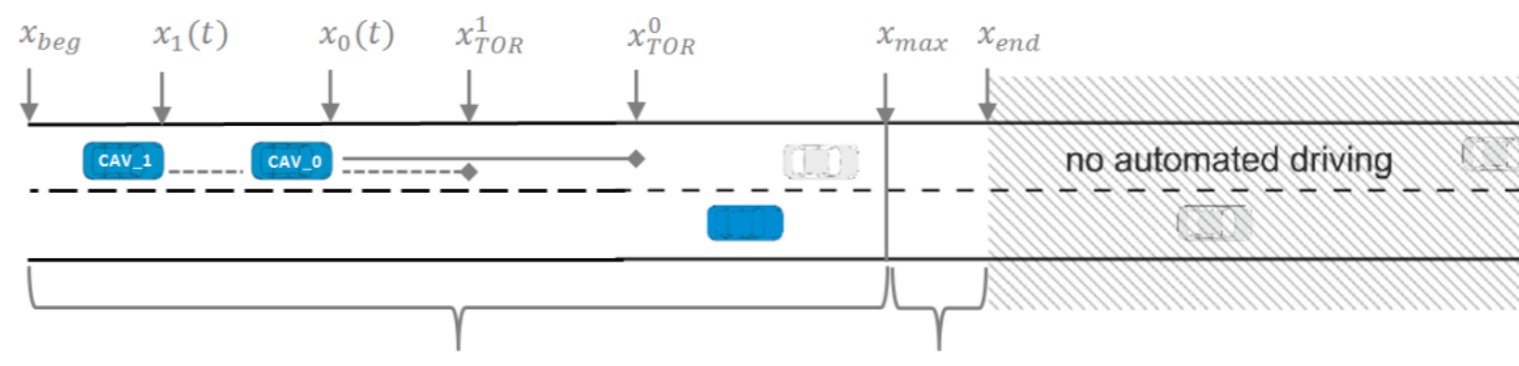


Simulation Results

Use case	Efficiency	Safety	Emissions	Comments	Schematic overview of the use case
1.1	~	+	~	Safety critical events reduced by 45% to 70%, depending on LOS and traffic mix.	
1.3	+	+	+	For higher traffic intensities and a larger share of AVs, the effects diminish but are still positive. When the queue grows too large and vehicles stop on the main road, safety and efficiency are affected strongly.	
2.1 (1st)	~	+	~	Large safety improvement and marginal improvements for both efficiency and emissions.	
2.1 (2nd)	-	+	-	This use-case identified a clear trade-off between safety and throughput, depending on merging settings.	
2.3	+	+	+	As long as traffic remains stable all effects are positive, performance becomes worse on all KPIs when breakdown occurs, but still less severe compared to the baseline.	
3.1	~	-	~	Safety is severely affected due to increased number of cut-in lane-changes. Increased CAV share and cooperative manoeuvring seems promising to improve the results.	
4.2 (1st)	~ (U) ~ (M)	~ (U) ~ (M)	~ (U) ~ (M)	Large safety improvements. Safety effects are smaller for a higher share of AVs and LOS.	
4.2 (2nd)	~ (U) + (M)	~ (U) + (M)	~ (U) + (M)	Increased share of AVs and higher LOS diminish the safety effects, as expected.	
4.1 + 5.1	+	+	+	Large improvements on all measures. Higher traffic intensities result in relatively larger improvements.	
5.1	+	+	+	Large improvements on all aspects due to the smoothing of disturbances.	

Social media:

- www.transaid.eu
- [@transaid_h2020](https://twitter.com/transaid_h2020)
- www.linkedin.com/groups/13562830/
- www.facebook.com/transaidh2020/

This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement No 723390.

