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| Supplementary Table 1*Post hoc analyses for between group comparisons of on-road performance.* |
|  |  | TBI Pass & TBI Fail |  | TBI Pass & Control |  | TBI Fail & Control |
|  |  | *U* | *Z* | *p* | *r* |  | *U* | *Z* | *p* | *r* |  | *U* | *Z* | *p* | *r* |
| Global Measures | Overall Score | 17.50 | -5.36 | <.001 | .78 |  | 606.00 | -1.48 | .14 | .17 |  | 46.00 | -5.32 | <.001 | .67 |
| % Manoeuvres Inappropriate | 17.50 | -5.36 | <.001 | .78 |  | 629.50 | -1.23 | .14 | .14 |  | 36.50 | -5.47 | <.001 | .68 |
| Total Critical Errors | 134.00 | -3.58 | <.001 | .52 |  | 743.50 | -0.01 | .99 | .00 |  | 208.00 | -4.15 | <.001 | .52 |
| Manoeuvre (% manoeuvres with errorsa) | Intersections | 52.00 | -4.77 | <.001 | .70 |  | 587.00 | -1.76 | .08 | .20 |  | 99.50 | -4.55 | <.001 | .57 |
| Lane changing | 118.00 | -3.38 | .001 | .50 |  | 654.50 | -1.25 | .21 | .14 |  | 199.00 | -3.05 | .002 | .38 |
| Merging | 97.50 | -3.23 | .001 | .50 |  | 671.50 | -1.08 | .28 | .12 |  | 169.00 | -2.84 | .005 | .37 |
| Low Speed | 109.50 | -2.82 | .005 | .44 |  | 678.00 | -0.49 | .62 | .06 |  | 179.00 | -3.61 | <.001 | .47 |
| Straight Driving | 94.50 | -3.97 | <.001 | .59 |  | 742.00 | -0.04 | .97 | .00 |  | 149.50 | -4.44 | <.001 | .56 |
| Errors (% manoeuvres with errorsa) | Observation | 74.50 | -4.33 | <.001 | .63 |  | 636.00 | -1.32 | .19 | .15 |  | 150.00 | -3.91 | <.001 | .49 |
| Speed Control | 75.00 | -4.44 | <.001 | .65 |  | 650.00 | -1.19 | .23 | .13 |  | 131.50 | -4.32 | <.001 | .54 |
| Gap Selection | 117.00 | -3.73 | <.001 | .54 |  | 701.50 | -0.71 | .48 | .08 |  | 181.00 | -3.97 | <.001 | .50 |
| Lane Position | 151.50 | -2.83 | .005 | .41 |  | 662.50 | -1.94 | .05 | .22 |  | 198.00 | -4.77 | <.001 | .60 |
| Road Rules | 150.50 | -3.19 | .001 | .47 |  | 604.50 | -2.11 | .04 | .24 |  | 289.00 | -1.82 | .07 | .23 |
| Car Control | 97.00 | -4.19 | <.001 | .61 |  | 714.00 | -0.66 | .51 | .07 |  | 129.50 | -5.46 | <.001 | .68 |
| aErrors include both inappropriate manoeuvres and critical errors |