**Table A1.** Performance measures and effect size estimates for the three driving tasks in each experimental condition

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
|  | **FVG Trial** | | | **FVG+CD Trial** | | |
|  | **Baseline** | **FVG** | **ES** | **Baseline** | **FVG+CD** | **ES** |
| **Task 1** |  |  |  |  |  |  |
| SDLP (cm) | 21.4±6.0 | 22.2±5.3 | 0.14 | 21.5±6.3 | 20.9±8.4 | 0.08 |
| LC (total no.) | 0.62±1.86 | 0.19±0.60 | 0.34 | 0.76±1.95 | 0.67±1.93 | 0.05 |
| Avg. lane pos. (cm) | -45.8±19.3 | -28.2±16.8\* | 0.96 | -46.7±20.0 | -22.8±22.1\* | 1.11 |
| SDSP (km/hr) | 2.18±0.51 | 2.75±0.98\* | 0.75 | 2.20±0.76 | 3.56±1.50\* | 1.18 |
| Avg. speed (km/hr) | 79.1±1.7 | 79.4±2.9 | 0.13 | 79.2±1.1 | 79.2±5.0 | <0.01 |
| **Task 2** |  |  |  |  |  |  |
| SDLP (cm) | 24.5±6.0 | 27.7±6.0\* | 0.52 | 24.4±6.3 | 26.9±8.9\* | 0.32 |
| LC (total no.) | 0.86±1.49 | 2.71±5.43 | 0.47 | 1.52±3.03 | 2.95±6.55 | 0.29 |
| Avg. lane pos. (cm) | -49.5±13.5 | -48.6±16.5 | 0.06 | -52.0±13.1 | -41.0±16.1\* | 0.74 |
| Headway (m) | 56.1±15.9 | 46.5±16.6\* | 0.58 | 55.3±16.0 | 72.1±38.5\* | 0.61 |
| Min. headway (m) | 34.9±8.3 | 29.2±9.9\* | 0.62 | 35.6±6.6 | 31.4±9.3\* | 0.52 |
| **Task 3** |  |  |  |  |  |  |
| CRTbrake (ms) | 921±144 | 943±117 | 0.17 | 911±142 | 1132±218\* | 1.21 |
| CRTlights (ms) | 901±169 | 888±176 | 0.07 | 899±190 | 1193±318\* | 1.14 |

FVG, Fatal Vision Goggles; FVG+CD, Fatal Vision Goggles with additional cognitive demand task; LC, number of lane crossings; SDLP, standard deviation of lane position; SDSP, standard deviation of speed; CRTbrake, choice reaction time to red stimulus – brake pedal response; CRTlights, choice reaction time to green stimulus – headlight flash response. Values are mean±SD and Hedges’ g effect sizes (ES). \*Significant difference compared to corresponding baseline driving performance (*p*<0.05).