

#### Peer passenger effects in a dualprocess framework

**Veerle Ross** 



#### Driving: complex & goal-oriented

#### Different tasks

- Parallel
- Switching
- E.g., shifting, steering, changing lanes, ...

#### In a dynamic environment

#### With risk of distraction

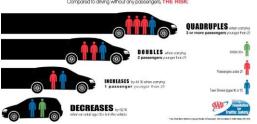
- Phone
- Passenger
- ...



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#### Peer passengers

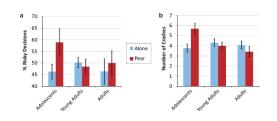
# Teen Drivers Risk Death with Young Passengers A16-or-17-year-datablers RISK OF BEING KILLED IN A GRASH horsoose when here are young passengers in the vehicle. Compared to driving without any passengers, THE RISK:



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### Beyond distraction, to risky driving

For instance, Chein et al. (2010)



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# Beyond distraction, to protective effects



Engström et al. (2008)

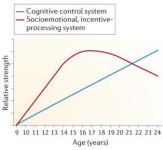
3 age groups (18-24, 25-64, >65)

Overall protective effect: crash risk higher

alone, regardless of age

But weakest effect youngest male drivers (18-24 years)

Dual process theory



Period of heightened vulnerability to risk-taking. Source: Steinberg 2014.

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# Dual processes Cognitive control system → develops later Thinking train Emotional brain - limbic system

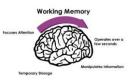
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#### Cognitive control

Cognitive control functions (CCFs) enable to flexibly perform goal-directed actions

E.g., inhibition and working memory (WM)





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# Dual processes

# Social-emotional system → develops earlier Thinking brain - netocortes Emotional brain - limbic system Survival brain - basic / regolilan brain Figure I. Key areas of the brain (Image © 2014 Sateris).

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# Peer passengers in a dual process theory

Ross et al. (2016)

**Risk**-increasing → violations (e.g., speed)





Especially for those with low inhibitory

#### **Protective**

Peers as additional risk detectors? (e.g., hazards)

AND/OR



Decrease in lateral lane position variability → **Distraction** 

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### Recommendations

Education & policy initiatives should address teenage passenger influences, for instance:

Peer passenger restrictions (~GDL)

Raising awareness

Cognitive control and peer passenger training



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