



Corrigendum

Corrigendum to “Vulnerability to fuel price increases in the UK: A household level analysis” [Transport. Res. Part A: Pol. Pract 113 (2018) 227–242]



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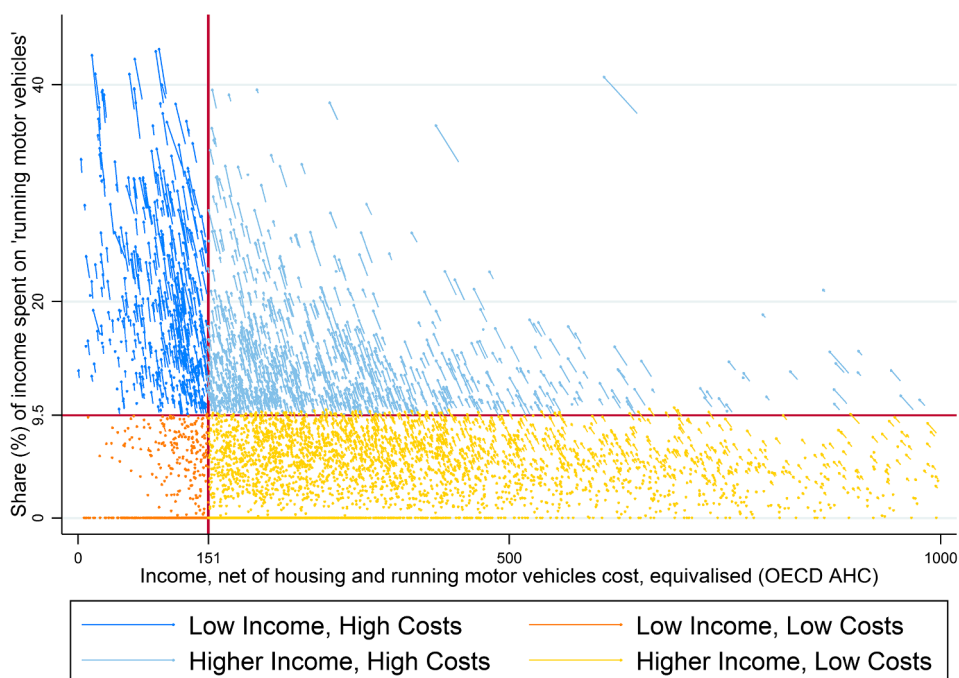


Fig. 2. Changes in motoring expenditure and residual income in Scenario 2 (N = 5596). Notes: extreme values (more than 40% income spent or £1000 weekly-equivalent income in 2012 data) are omitted from the graph for confidentiality reasons.

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The authors regret that the legend of Fig. 2 was incorrect in the published article. The correct version is included here. The authors would like to apologise for any inconvenience caused.