

Does economic vulnerability moderate the association between transportation mode and social activity restrictions in later life?

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Ageing and society

2018; 38(10):2041-2060

ARTICLE IDENTIFIERS

DOI: 10.1017/S0144686X17000411

PMID: unavailable

PMCID: not available

JOURNAL IDENTIFIERS

LCCN: 83640195

pISSN: 0144-686X

eISSN: 1469-1779

OCLC ID: 07963198

CONS ID: sc 82001029

US National Library of Medicine ID: 8109358

This article was identified from a query of the SafetyLit database.