Correction to: A direct method to detect and localise damage using longitudinal data of ends-of-span rotations under live traffic loading

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The update Fig. 2b is given in this erratum,
 Thank original article has been corrected.

In the original version of the article, Fig. 2b was printed incorrectly.

Fig. 2 **a** Photograph of West elevation of bridge; and **b** Sketch of the beam discretized model subject to a 3-axle vehicle (point loads P_1 to P_3) with measurements for midspan displacement and LHS and RHS rotations indicated

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