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Knowledge management and performance, the traffic police department in the various provinces

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ABSTRACT

Transportation industry in each country reflects the economic situation, and the extent of the country's industrial development and behavior management, especially knowledge management, traffic police foundation is very important. Safe management and road accidents necessitate the need to identify, understand and rigorous analysis, and training of personnel, and those involved in this phenomenon. Meanwhile, the special attention necessary training, as well as its management among the various provinces of the country, it seems to be necessary. In this study, we first mapped matrix provinces, according to the country's transport police department of education, was paid in 2010. Therefore, according to the first field studies and library, established the potential matrix, a matrix with 9 columns, including indicators, and 30 lines, including the provinces of the country. Then, using component -based methods, hierarchical cluster analysis, the provinces, based on education, transportation, graded and compared, was located. The results showed that, Tehran province, has the best performance, and the provinces of Sistan and Baluchestan, Khorasan, Kermanshah, Hamadan, Fars, Hormozgan, East Azarbaijan, Gilan, South Khorasan, Bushehr, Yazd, Semnan, Golestan, Ardebil, Zanjan, Qazvin, Kurdistan, kohgiluyeh Boyer Ahmad, Chahar Mahal and Bakhtiari, Qom, Lorestan and Ilam, has the weakest

1. Introduction

Transportation industry, each country represents, economic status and level of industrial development of the country (Isfahan Governor, 2010), and behavior management, especially knowledge management, traffic police foundation is very important. In fact, the requirements and preliminary matter, we can strengthen learning, strengthen Teach psychological knowledge flows, strengthen future studies, the police, and administrative requirements, including changes in culture, erudition, and change the attributes of Command management of police, led by detective noted (ahmadvand and Rovhani, 2009). With the advent of the industrial revolution in the eighteenth century, cities focus population, activities and technological developments were wonderful. A wave of new and advanced technology, was formed in cities, the rise of the automobile industry, including the. Easy and quick access to people, vehicles and prosperity of its use, other than as a result of traffic accidents and physical development of cities, did not. In the developed countries, progress in tandem with the growth of cities has been. With Open Transportation and use private cars, a variety of relatively successful, for organizing the traffic, the country was formed. Department of Transportation Gemmell, one of the most influential sectors of society, the economy, and relative to other sectors, is important, and this part of the process of developing other economic sectors, the derivative and the interaction is increased. Regarding the share of value added of transport in GDP, which is between 7 to 10%, it is estimated, any changes and improvements in infrastructure, fleet and regulations governing the transportation of all kinds of changes in a remarkable turn the wheels economies, provides (Sadr, 2012). In fact, it can be said that the issue of transport, these days, everyone has suffered.

Road accidents, the leading cause of death worldwide, are considered. Over the past decade, on average, approximately 2/1 million people every year due to road accidents, are killed (Habibi Novkhandan, 2007). Traffic accidents in developing countries, like Iran, is of utmost importance. Human casualties, the worst consequence of any accident, the statistics in this area, is worrisome. According to a 2002 report Jhanr Health Organization (WHO), every year, more than one million two hundred thousand people, road accidents killed over 50 million people are suffering from serious injuries. According to statistics, the number of deaths and Jrhy comparison, the number of dead, wounded, 1 to 42 are, unfortunately, the ratio of 1 to 12 is our country, this figure represents the seriousness and severity of crashes have occurred (Farahmandian et al, 2011). Necrology accidents in our country, most of the developing countries and even some developing countries are. Approximately 10 percent casualty incidents, dies (Sadat Hosseini and Soleimani, 2009). In 2004, the World Health Organization, a program entitled " road safety is no accident ", to raise awareness of the damage and the cost of transportation road went. It shows that you can appropriate policy actions and the harm to be prevented (Jacobs, 2005). In Iran, 100 injured drivers, 24 people die while in England every 100 people, one person dies. The most recent study was done, it was found that in comparison to accidents, the number of deaths per 10,000 vehicles in the country in 2009 was equal to 33, while the index for most countries development, 10 to 12% (WHO, 2010). Hence, the issue of road safety is a global issue, and the need for planning and implementing the necessary training, transportation, traffic police and transport, thus reducing overall casualties in road accidents make demands.

Accidents and deaths resulting from them in the various influential variables and components (Pakgovhar ant et al, 2009), and the management of road accidents necessitate the need to identify, understand, and accurate analysis and training personnel, and those involved in this phenomenon. Meanwhile, the special attention necessary training, as well as the management of the various provinces of the country, it seems necessary, and also analyze the amount of attention the various provinces of the country, in this context, can, according to authorities in provide more services to disadvantaged

provinces, and little attention had sought, and the grounds for establishing guidelines and training more people involved in the traffic police, and increase the knowledge base will be.

2. Materials and methods

In this study, we first mapped matrix provinces, according to the country's transport police department of education, was paid in 2010. Therefore, according to the first field studies and library, established the potential matrix, a matrix with 9 columns, including indicators, and line 30 is included provinces (Table 1). Then, using component -based methods, hierarchical cluster analysis, the provinces, based on education, transportation, and was graded.

3. Factor analysis

In the factor analysis, we standardized the data and then using the correlation method, and the analysis has been rotation Varimax (Dennis, 1973: 47). The analysis carried out showed that 3 of the 4/86 percent cumulative variance is explained. Factor analysis model is as follows:

$$X_1 - \mu_1 = l_{11}f_1 + l_{12}f_2 + \dots + l_{1m}f_m + \varepsilon_1$$

$$X_2 - \mu_2 = l_{21}f_1 + l_{22}f_2 + \dots + l_{2m}f_m + \varepsilon_2$$

$$X_p - \mu_p = l_{p1}f_1 + l_{p2}f_2 + \dots + l_{pm}f_m + \varepsilon$$

Observable random vector X with p elements, with mean μ and covariance matrix is Σ . Factor model, it is assumed that X depends linearly few random variable invisible F1, F2,... Fm, which they called a common factor, and p additional sources of variables $\varepsilon_1, \varepsilon_2, \varepsilon_3, \dots, \varepsilon_p$ are, error or special agents, called (Hair, 1990)..

In Table 2, the values of loadings and variance explained by the six factors without rotation and the rotation is shown.

Table 3 loadings on each of the indicators of education, and knowledge of transportation, in the form of shows. According to this table, the four factors above, according to the loadings of each variable are named as follows.

First factor: The number of trained drivers

Second: occupational health and driver education

The third factor: the number of trained personnel transportation companies

Variable loads, suggests that alternative transport hazardous materials training, the highest weight in the drivers trained, have enjoyed. Second, the combination of the number of trained personnel, transportation companies, and professional ethics training has been. The third factor, dimensions and weights training time, training and transportation of hazardous materials, the maximum load (Table 3).

According to Table 4, the provinces of East Azerbaijan and Isfahan provinces of Gilan and kohgiluyeh and Boyer Ahmad maximum weight, minimum weight, and the number of trained drivers, enjoy (Figure 1). Tehran provinces, highest weights, and the provinces of Kermanshah and Isfahan, the lowest weight in the driver training, occupational health, are accounted for (Figure 2). Isfahan, the greatest weight, and the provinces of East Azarbaijan, Yazd, Hormozgan and minimum weight in the number of trained personnel, transportation companies, enjoy (Figure 3).

4. Zoning active province in the field of knowledge management police, transport, based on component-based

Overall weight of the three factors, based on the load factor, which has been established in every province, and integrate these factors in GIS, using computational tools Raster Calculator, the province with the highest activity have been identified (Figure 4).

Table 1

Matrix of indicators and studies.

| | The number of trained drivers | The number of trained personnel transportation companies | Ethics | Terms of Transportation | Occupational health and driver | Driving Skills | Inhibition of training time | Dimensions and weights training time | Transportation of hazardous materials training |
|------------------------|-------------------------------|--|--------|-------------------------|--------------------------------|----------------|-----------------------------|--------------------------------------|--|
| East Azarbaijan | 43310 | 0 | 30 | 11806 | 0 | 1263 | 9820 | 11978 | 8413 |
| West Azarbaijan | 11530 | 1 | 866 | 1859 | 277 | 2450 | 3459 | 1224 | 1396 |
| Ardebil | 1853 | 0 | 0 | 657 | 0 | 0 | 916 | 152 | 128 |
| Isfahan | 44115 | 0 | 1740 | 12134 | 569 | 7468 | 6358 | 7512 | 8334 |
| Ilam | 805 | 0 | 83 | 199 | 0 | 32 | 235 | 171 | 85 |
| Bushehr | 2103 | 177 | 164 | 850 | 0 | 522 | 585 | 159 | 0 |
| Tehran | 11850 | 1030 | 881 | 2869 | 1049 | 1219 | 2134 | 2496 | 2232 |
| Charmahal Bakhtiari | 7304 | 0 | 416 | 2437 | 0 | 0 | 1181 | 2079 | 1191 |
| South Khorasan | 2943 | 0 | 221 | 1115 | 0 | 448 | 750 | 409 | 0 |
| Khorasan Razavi | 28809 | 275 | 3004 | 6551 | 0 | 1021 | 5225 | 6853 | 6430 |
| North Khorasan | 5489 | 0 | 567 | 655 | 240 | 878 | 1077 | 831 | 1241 |
| Khuzestan | 15872 | 0 | 683 | 2833 | 1114 | 1464 | 2940 | 3368 | 2470 |
| Zanjan | 5318 | 0 | 1151 | 1883 | 0 | 0 | 870 | 974 | 440 |
| Semnan | 1523 | 0 | 40 | 266 | 77 | 78 | 233 | 314 | 515 |
| Sistan and Baluchestan | 5975 | 0 | 1153 | 1773 | 0 | 1188 | 520 | 780 | 561 |
| Fars | 23868 | 0 | 1371 | 7319 | 0 | 1838 | 4169 | 4932 | 4239 |
| Qazvin | 3735 | 126 | 33 | 943 | 0 | 601 | 602 | 755 | 927 |
| Qom | 1192 | 0 | 0 | 189 | 0 | 197 | 261 | 286 | 259 |
| Kurdistan | 2088 | 0 | 0 | 534 | 0 | 420 | 229 | 508 | 397 |
| Kerman | 11201 | 0 | 1960 | 1601 | 233 | 1060 | 1516 | 3688 | 1143 |
| Kermanshah | 17311 | 0 | 789 | 7924 | 0 | 2511 | 649 | 4686 | 752 |
| Kohgiluyeh Boyer Ahmad | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Golestan | 1819 | 0 | 0 | 0 | 228 | 30 | 281 | 421 | 859 |
| Gillan | 1532 | 0 | 0 | 179 | 482 | 120 | 18 | 617 | 116 |
| Lorestan | 4267 | 0 | 374 | 837 | 0 | 941 | 599 | 872 | 644 |
| Mazandaran | 7567 | 0 | 630 | 1606 | 520 | 2500 | 656 | 596 | 1059 |
| Markazi | 12273 | 0 | 319 | 3666 | 353 | 2542 | 1592 | 2987 | 814 |
| Hormozgan | 18869 | 0 | 0 | 6306 | 0 | 366 | 3553 | 4418 | 4226 |
| Hamedan | 15480 | 0 | 838 | 4996 | 0 | 1440 | 2285 | 3142 | 2779 |
| Yazd | 7878 | 0 | 0 | 2017 | 0 | 0 | 2322 | 2181 | 1358 |

Source: (The Road Maintenance and Transport, 2011).

Table 2

the load factor of total variance explained by the factor.

| Cumulative scattering with spin | with | Scattering with spin | Load Factor rotation | Cumulative diffraction | Diffraction | Load Factor | Components |
|---------------------------------|------|----------------------|----------------------|------------------------|-------------|-------------|-------------------|
| 58.717 | | 58.717 | 5.285 | 60.425 | 60.425 | 5.438 | The first factor |
| 73.769 | | 15.052 | 1.355 | 77.304 | 16.878 | 1.519 | The second factor |
| 86.400 | | 12.631 | 1.137 | 86.400 | 9.096 | .819 | The third factor |

Table 3

loadings on the knowledge of transport, turning Covarimax.

| The third component | The second component | The first component | Components Factors |
|---------------------|----------------------|---------------------|--|
| 0.011431 | -0.06803 | 0.996498 | The number of trained drivers |
| 0.510471 | 0.79715 | 0.115269 | The number of trained personnel transportation companies |
| -0.24654 | 0.255285 | 0.567731 | Ethics |
| 0.015715 | -0.1593 | 0.949672 | Terms of Transportation |
| -0.1814 | 0.837664 | 0.214755 | Occupational health and driver |
| -0.60103 | 0.200985 | 0.699568 | Driving Skills |
| 0.21929 | -0.12942 | 0.927008 | Inhibition of training time |
| 0.188514 | -0.15481 | 0.94525 | Dimensions and weights training time |
| 0.138446 | -0.07501 | 0.958876 | Transportation of hazardous materials training |

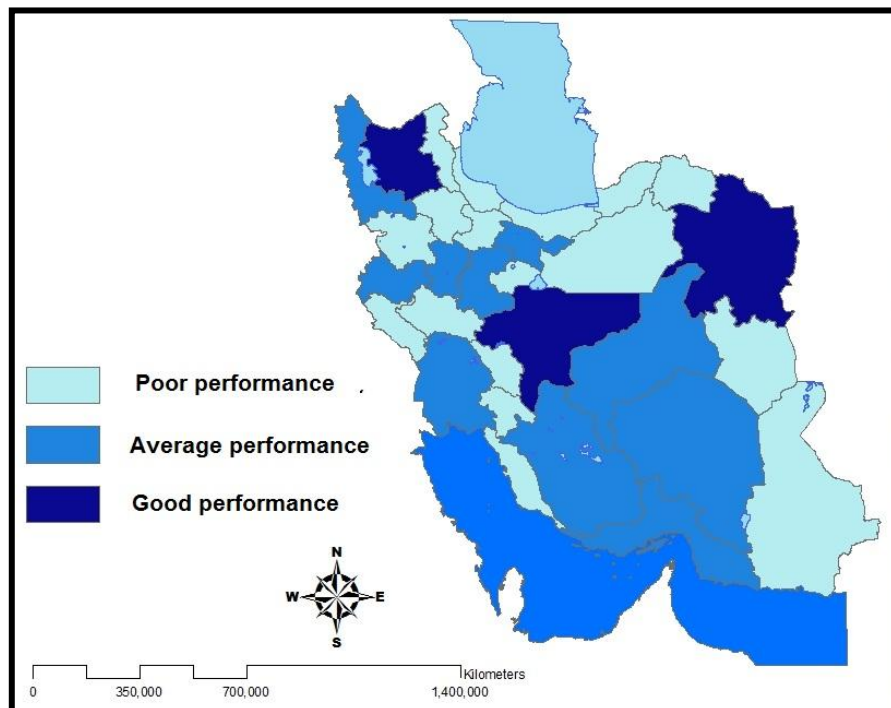


Fig. 1. Spatial distribution of the number of drivers trained.

Table 4
loadings on the provinces studied, the rotation Covarimax.

| | The first component | The second component | The third component |
|------------------------|---------------------|----------------------|---------------------|
| East Azarbaijan | 3.14704 | -0.16082 | -2.48579 |
| West Azarbaijan | -0.00472 | -0.26118 | 0.98611 |
| Ardebil | -0.67931 | -0.26856 | -0.61517 |
| Isfahan | 2.50964 | -0.70073 | 2.99009 |
| Ilam | -0.78559 | -0.28487 | -0.47833 |
| Bushehr | -0.66756 | 0.32348 | -0.48772 |
| Tehran | 0.07119 | 4.91151 | 0.11215 |
| Charmahal Bakhtiari | -0.19798 | -0.25783 | -0.66932 |
| South Khorasan | -0.62667 | -0.36062 | -0.28623 |
| Khorasan Razavi | 1.79898 | 0.83916 | -0.43567 |
| North Khorasan | -0.46843 | -0.09328 | 0.32725 |
| Khuzestan | 0.12813 | 0.92328 | 1.51491 |
| Zanjan | -0.40262 | -0.28484 | -0.13252 |
| Semnan | -0.7407 | -0.19049 | -0.39621 |
| Sistan and Baluchestan | -0.42635 | -0.4951 | 0.4946 |
| Fars | 1.19437 | -0.49894 | -0.07764 |
| Qazvin | -0.52084 | 0.13371 | -0.54676 |
| Qom | -0.75638 | -0.3068 | -0.46127 |
| Kurdistan | -0.69413 | -0.34825 | -0.37835 |
| Kerman | 0.01631 | -0.11288 | 0.82339 |
| Kermanshah | 0.4311 | -0.80755 | 0.56068 |
| Kohgiluyeh Boyer Ahmad | -0.85839 | -0.2855 | -0.48922 |
| Golestan | -0.74391 | 0.01639 | -0.23883 |
| Gillan | -0.86861 | 0.28313 | 0.24983 |
| Lorestan | -0.53037 | -0.42433 | -0.02461 |
| Mazandaran | -0.50034 | -0.07239 | 1.64334 |
| Markazi | -0.03102 | -0.27682 | 0.9559 |
| Hormozgan | 0.86567 | -0.24638 | -1.3593 |
| Hamedan | 0.44382 | -0.48451 | -0.08146 |
| Yazd | -0.10232 | -0.20801 | -1.01387 |

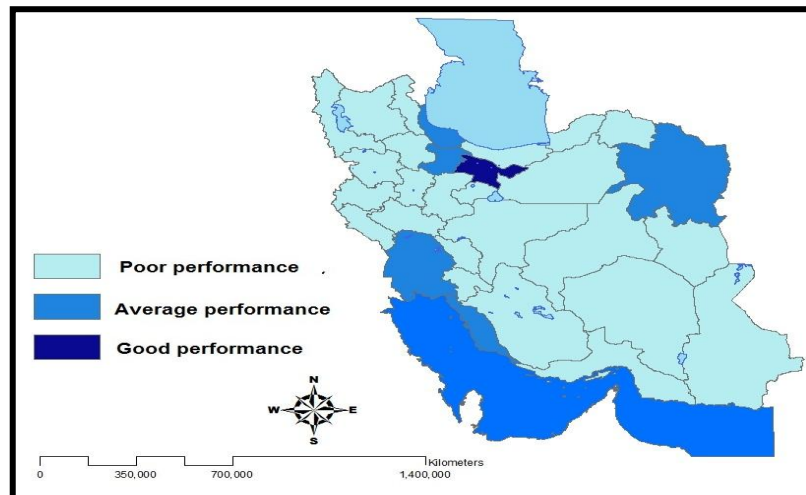


Fig. 2. Spatial distribution of factors driver training, occupational health.

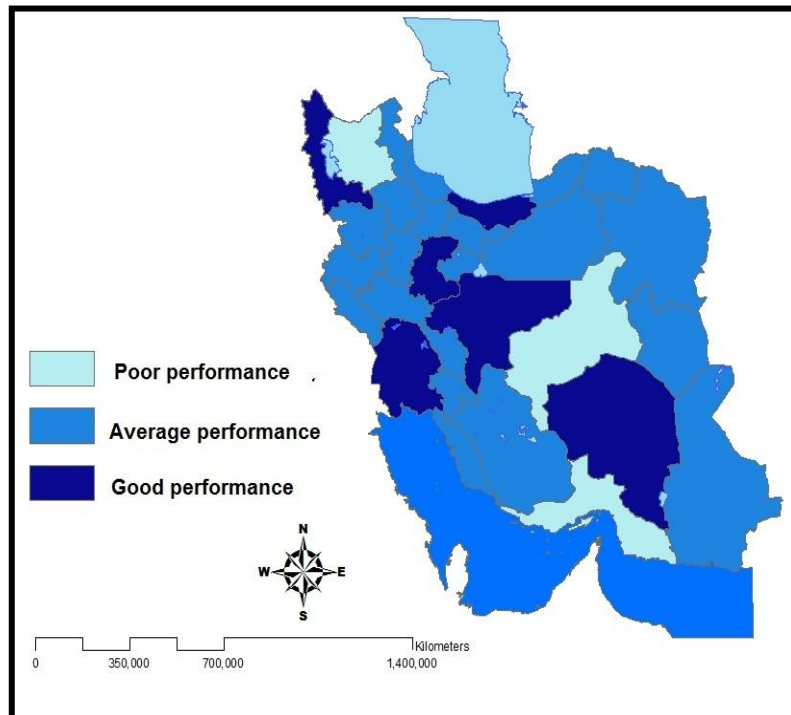


Fig. 3. Spatial distribution of the number of trained personnel transportation companies.

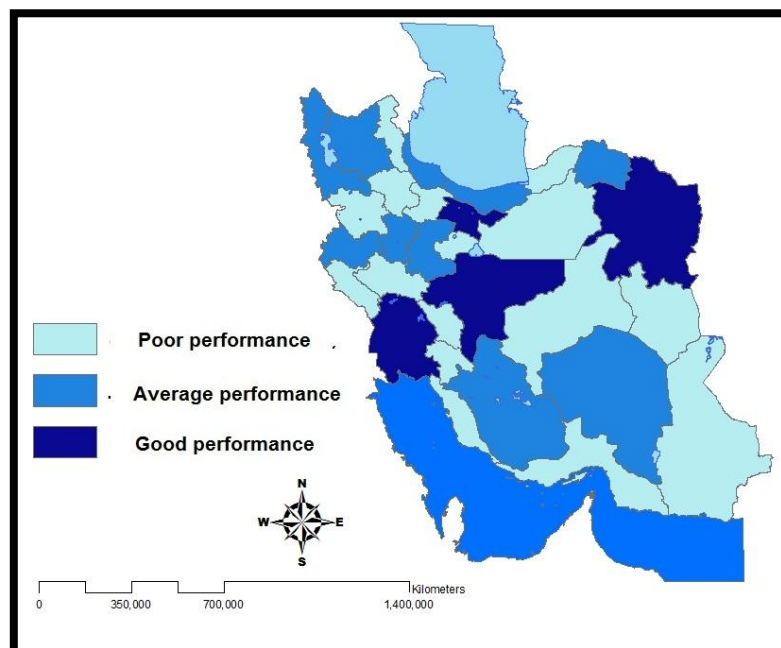


Fig. 4. Zoning active of provinces of the transport police.

As is evident from Figure 4, provinces (Tehran, Isfahan, and Khorasan province), have good performance, and provinces (North Khorasan, Gilan, Mazandaran, East Azarbaijan and West, Markazi, Hamedan, Kermanshah, Fars and Kerman), average yield, and provinces (Sistan and Baluchestan, Hormozgan, southern Khorasan, Bushehr, Yazd, Semnan, Golestan, Ardebil, Zanjan, Qazvin, Kurdistan,

kohgiluyeh Boyer Ahmad, Chahar Mahal and Bakhtiari, Lorestan and Ilam), State the poor performance requirements.

5. A gap analysis

Distance method, parameters are grouped according to the distance between them is done. The views or components have less distance from each other, are placed in a group.

" Cluster analysis, to reduce the dimension of variables, the most widely used. The real value of this approach when it becomes clear that we want a large matrix of data, we analyzed »(yarnal, 1993).

In this grouping, subjects within groups are very similar to each other but are significantly different from other groups (Kalantari, 2010). Segmentation process, using cluster analysis, is as follows

- A) the provision of raw matrix data.
- B) determining factor score for each station, using factor analysis.
- C) integration, the minimum variance method (Ward's method), and determine the final grouping.
- D) Finally, Dendrogram drawn, the result of merging groups, in several stages, the greater the internal correlation between variables is closer, come a number of factors will be lower.

To determine the distance between clusters, the method has been used. Clustering process, all the observations in proportion to their distance, can be grouped. Thus, the first observation together, and then the next nearest clusters, are merged. Beginning of the clustering process, the number of observations, there is a cluster, and the last step, all observations are gathered in a cluster (Alijani, 2002: 175).

Finally, Dendrogram analysis interval is shown in Figure 5.

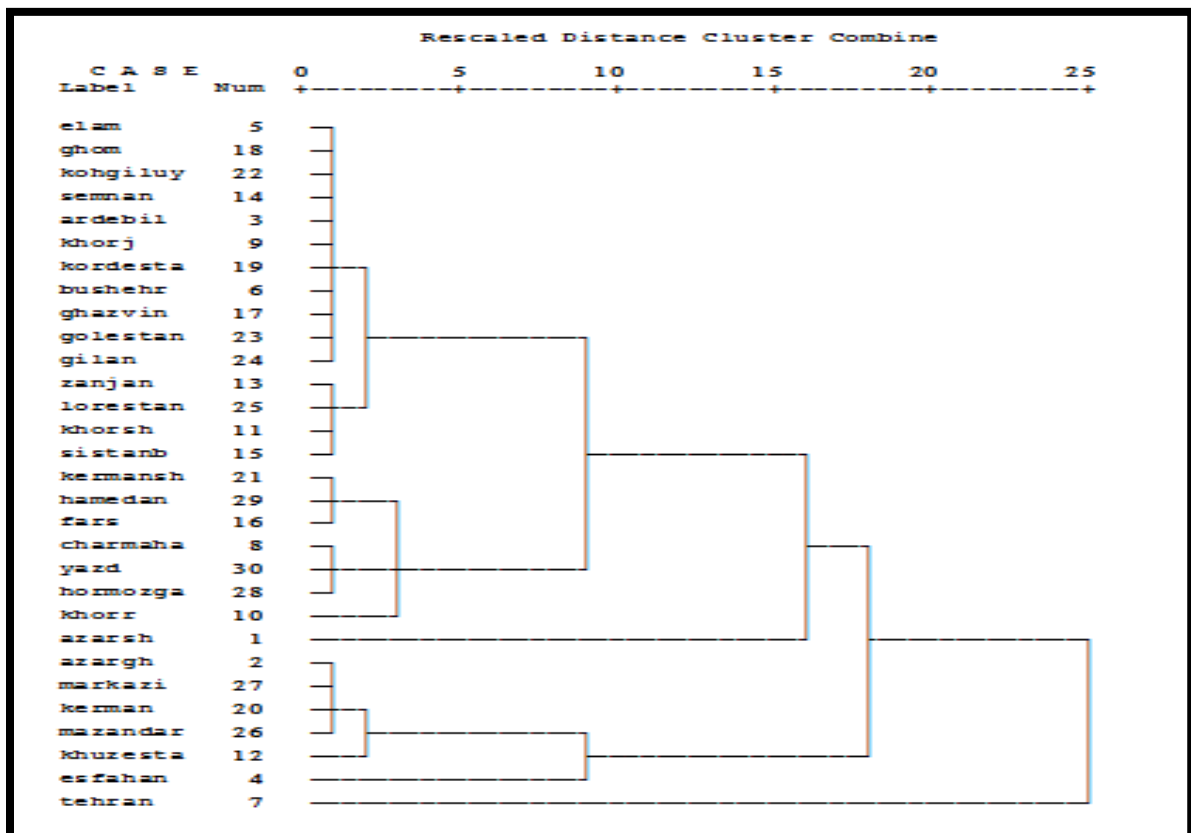


Fig. 5. Tree Clustering accident provinces.

According to the graph of a cluster was identified (Figure 5), the provinces of similarities in educational management, and knowledge of police transport, in three areas separated, in Tehran alone in

an area located in the province of weight training, occupational health driver, is the separation of the other provinces. Isfahan, Khuzestan, Mazandaran, Kerman, Markazi and Western Azerbaijan, transport and education are the most common. In these provinces, the number of trained personnel, transportation companies, is dedicated to the greatest weight. The next school district, including the provinces of Sistan and Baluchestan, Khorasan, Kermanshah, Hamadan, Fars, Hormozgan, East Azarbaijan, Gilan, South Khorasan, Bushehr, Yazd, Semnan, Golestan, Ardebil, Zanjan, Qazvin, Kurdistan, kohgiluyeh Boyer Ahmad, Chahar Mahal and Bakhtiari, Qom, Lorestan and Ilam province also in terms of the number of trained drivers, have similar circumstances. (Figure 6).

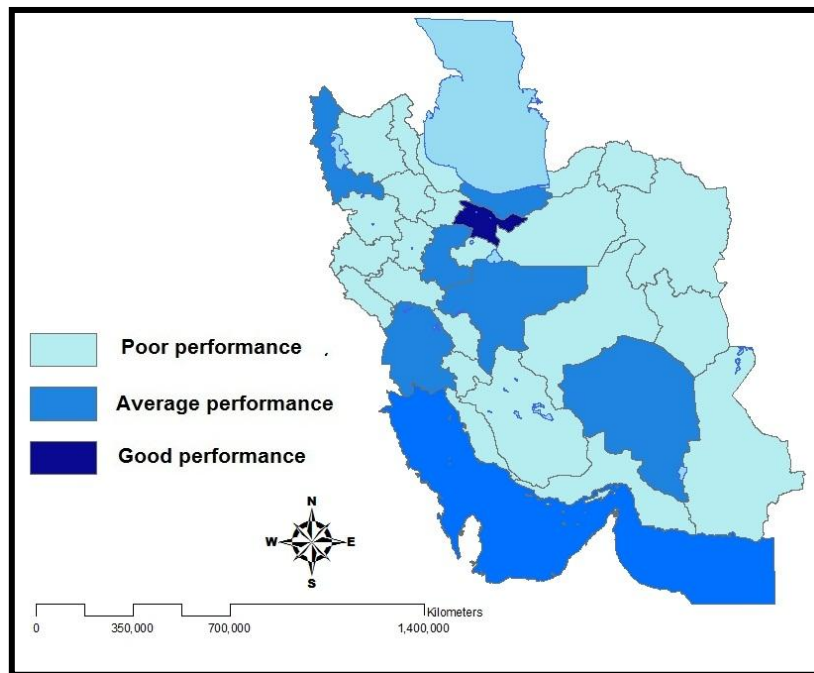


Fig. 4. Zoning active provinces, the knowledge of the transport police.

6. Research findings

In this study, the component -based approach to the same zoning district, and how knowledge management is used to transport police. The results showed that, of the three basic components of the method is about 4/86 % of the variance in the data is explained.

These factors are named as follows:

First factor: The number of trained drivers

Second: occupational health and driver education

The third factor: the number of trained personnel transportation companies

The weighting of the elements, and combining them in GIS, educational and transportation areas were identified (Figure 4). Accordingly, provinces (Tehran, Isfahan, and Khorasan province) has a good performance, and provinces (North Khorasan, Gilan, Mazandaran, East Azarbaijan and West Azarbaijan, Markazi, Hamedan, Kermanshah, Fars and Kerman), the average performance and provinces (Sistan and Baluchestan, Hormozgan, southern Khorasan, Bushehr, Yazd, Semnan, Golestan, Ardebil, Zanjan, Qazvin, Kurdistan, Kohgiluyeh Boyer Ahmad, Chaharmahal and Bakhtiari, Lorestan and Ilam), provinces with poor performance requirements.

A gap analysis with Ward's method and Euclidean distance, four homologous regions, in terms of accidents were identified:

Tehran, alone in an area located in the province of weight training, occupational health and driver, causing it to separate from the other provinces, it is. Isfahan, Khuzestan, Mazandaran, Kerman, Markazi and Western Azerbaijan, most similar in their education and transportation. In these provinces, the

number of trained personnel, transportation companies, is dedicated to the greatest weight. The next school district, including the provinces of Sistan and Baluchestan, Khorasan, Kermanshah, Hamadan, Fars, Hormozgan, East Azarbaijan, Gilan, South Khorasan, Bushehr, Yazd, Semnan, Golestan, Ardebil, Zanjan, Qazvin, Kurdistan, kohgiluyeh Boyer Ahmad, Chahar Mahal and Bakhtiari, Qom, Lorestan and Ilam province also in terms of the number of trained drivers, the same conditions (Figure 7). Finally, the results of the two methods to achieve more accurate outcome, were compared (Table 5).

Table 5

Comparison of the results of the two methods of factor analysis and cluster

| Cluster Analysis | Factor Analysis | Operation Index |
|---|---|--|
| Tehran Isfahan, Khuzestan, Mazandaran, Kerman, Markazi and West Azarbayijan | Tehran, Isfahan, and North Khorasan North Khorasan, Gilan, Mazandaran, East Azarbaijan and West Azarbaijan, Markazi, Hamedan, Kermanshah, Fars and Kerman | Good performance Average performance |
| Sistan and Baluchestan, Khorasan, Kermanshah, Hamadan, Fars, Hormozgan, East Azarbaijan, Gilan, South Khorasan, Bushehr, Yazd, Semnan, Golestan, Ardebil, Zanjan, Qazvin, Kurdistan, kohgiluyeh Boyer Ahmad, Chahar Mahal and Bakhtiari, Qom, Lorestan and Ilam, South Khorasan | Sistan and Baluchestan, Hormozgan, Southern Khorasan, Bushehr, Yazd, Semnan, Golestan, Ardebil, Zanjan, Qazvin, Kurdistan, kohgiluyeh Boyer Ahmad, Chahar Mahal and Bakhtiari, Lorestan and Ilam | Poor performance |

Thus, according to the table above you can see that, Tehran province, has the best performance, and the provinces of Sistan and Baluchestan, Khorasan, Kermanshah, Hamadan, Fars, Hormozgan, East Azarbaijan, Gilan, South Khorasan, Bushehr, Yazd, Semnan, Golestan, Ardebil, Zanjan, Qazvin, Kurdistan, kohgiluyeh Boyer Ahmad, Chahar Mahal and Bakhtiari, Qom, Lorestan and Ilam, has the weakest performance, should be transported in police knowledge management.

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