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INDEX NUMBER

Anglo-Chinese School (Independent)



MID YEAR EXAMINATION 2018 INTEGRATED PROGRAMME YEAR 2

GEOGRAPHY

Monday

7 May 2018

1 hour

INSTRUCTIONS TO CANDIDATES

Do not open this booklet until you are told to do so.

Write your index number in the boxes at the top of this page.

Write in dark blue or black pen.

You may use a soft pencil for any diagrams and graphs.

Do not use staples, paper clips, highlighters, glue or correction fluid.

Section A

Answer all the questions.

Section B

Answer all the questions.

Write all answers in the spaces provided.

Candidates should support their answers with the use of relevant examples.

Sketch maps and diagrams should be drawn whenever they serve to illustrate an answer.

The number of marks is given in brackets [] at the end of each question or part question.

For examiner's use

Question No	Marks obtained
1	/5
2	/3
3	/3
4	/6
5	/4
6	/4
7	/5
Total	/30

Section A: Topographical Map [5 marks]

1. Fig. 1 shows a 1:50,000 topographical map.

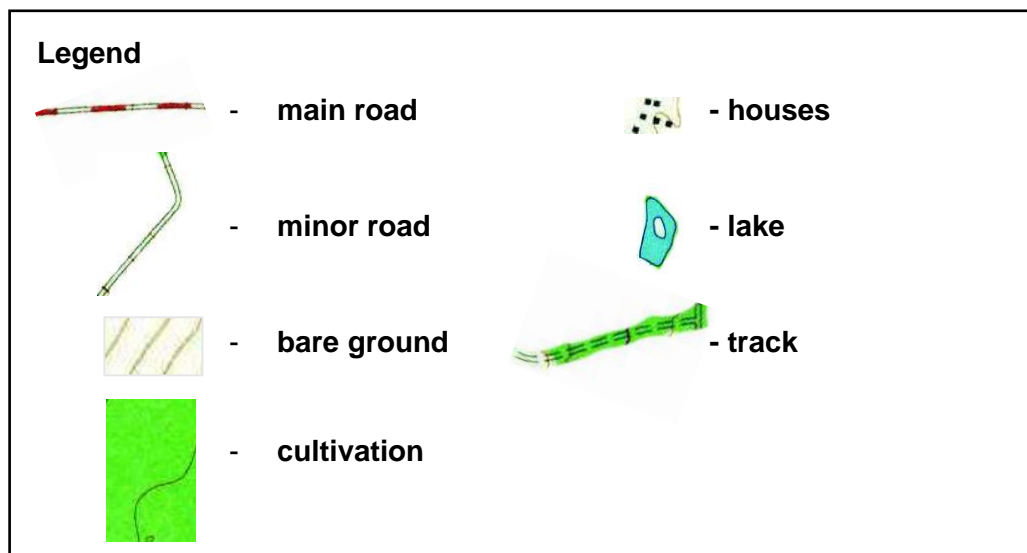
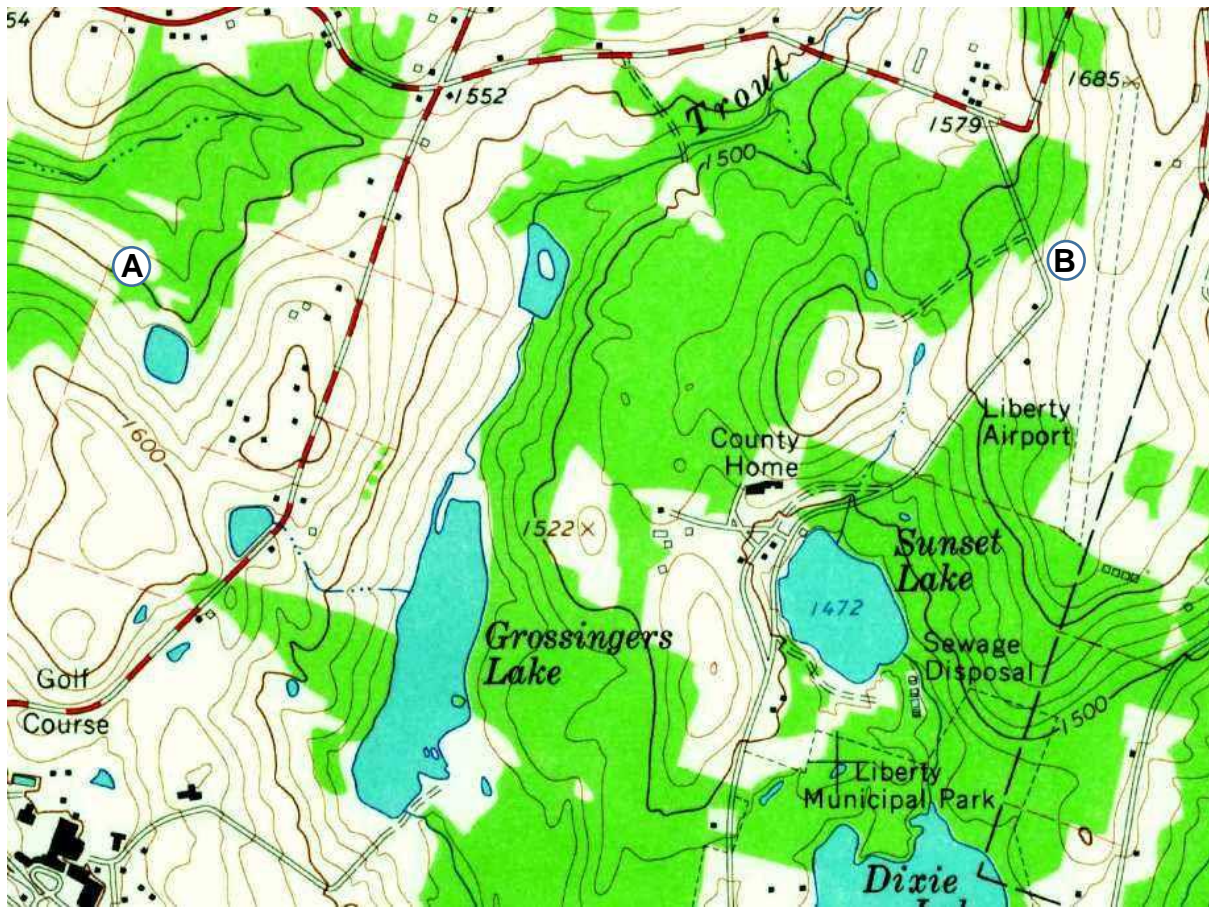


Fig. 1

(Source: http://www.airfields-freeman.com/NY/Airfields_NY_SE.htm)

- (a) Suggest why the houses are situated in such a manner. [1]

- (b) Describe the changes in the relief, terrain and landuse that you would experience as you walk from Point A to Point B. [4]

Section B: Structured Questions [25 marks]

2. Fig. 2 shows the distribution of slums in urban areas around the world in 2001.

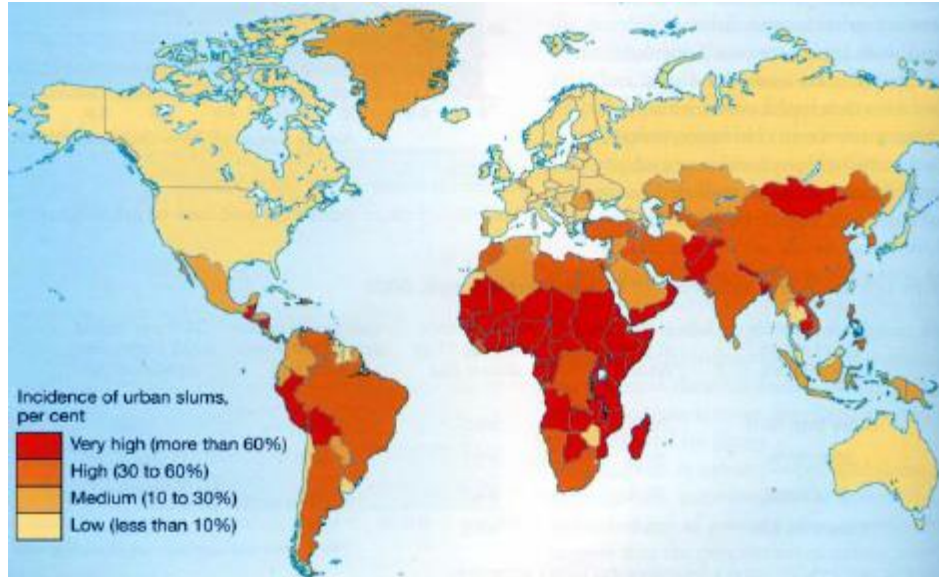


Fig. 2

(Source: https://www.researchgate.net/figure/Percentage-of-urban-population-living-in-slums-in-different-countries_fig1_273321816)

With reference to Fig. 2, describe the distribution of slums in urban areas around the world. [3]

3. Fig. 3 shows a slum.

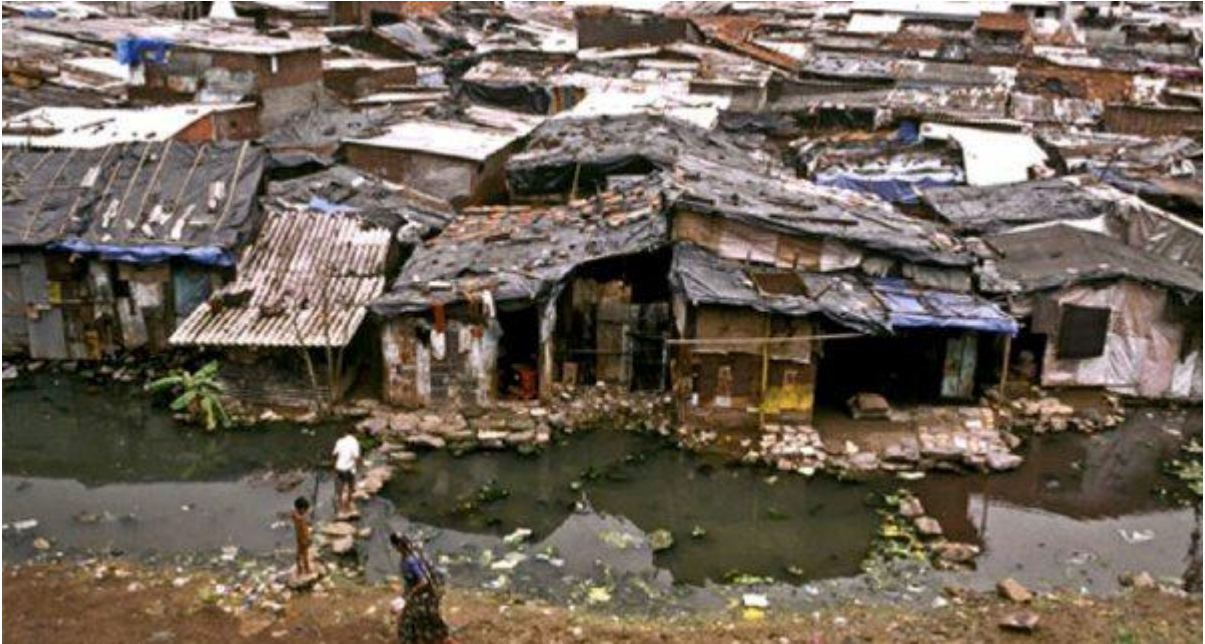


Fig. 3

(Source: <https://www.statista.com/chart/10211/where-does-commuting-cost-the-most/>)

Describe three characteristics of slums that can be seen in the photo in Fig. 3. [3]

4. Fig. 4 shows the average number of kilometres clocked by passenger cars per year in Singapore.

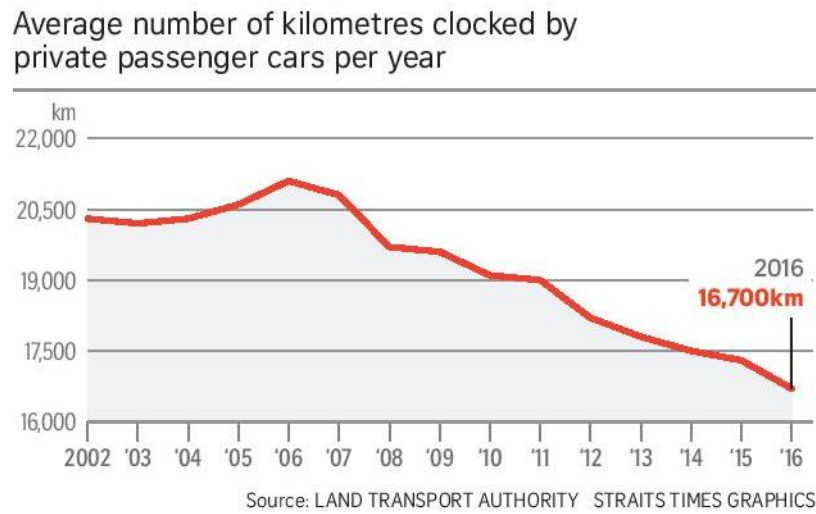


Fig. 4

(Source: <http://www.torque.com.sg/18301/singapore-motorists-clocking-fewer-kilometres/>)

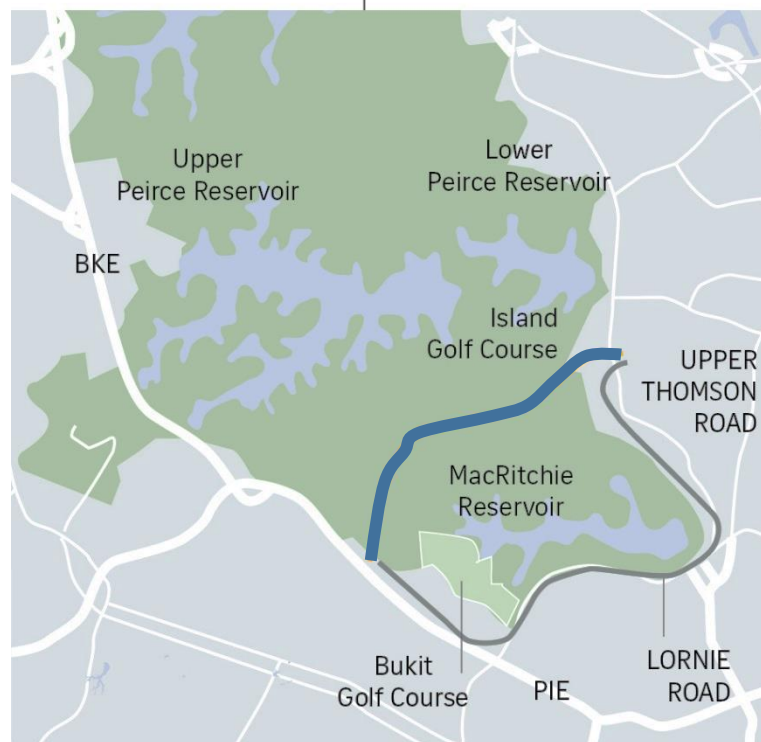
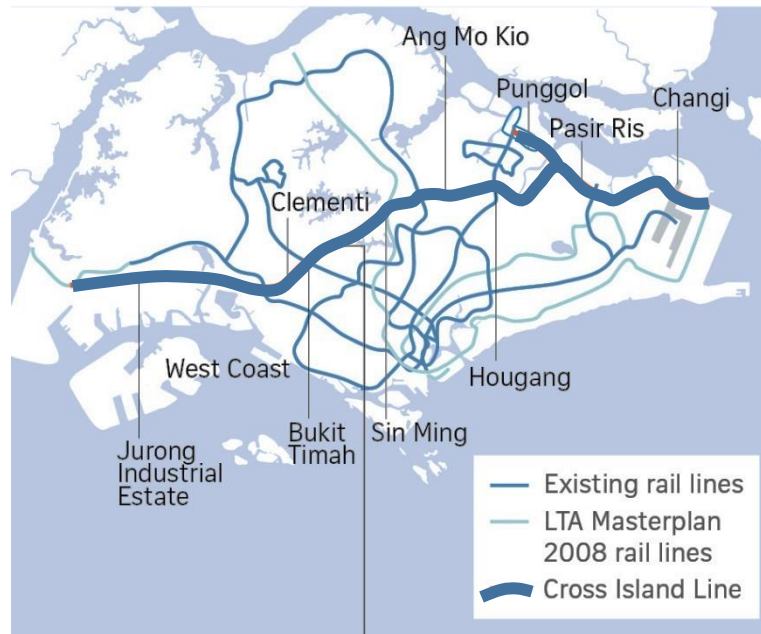
- (a) Describe the trend in the data shown in Fig. 4. [2]

- (b) Explain two possible reasons for the trend in the data shown in Fig. 4. [4]

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- This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are approximately 20 lines visible. The paper has a slight shadow on the right side, suggesting it's resting on a surface.

6. Fig. 5 shows a measure to manage traffic congestion in Singapore.

Cross Island Line





-  Option 1 - Proposed alignment of Cross Island Line cutting through the Central Catchment Nature Reserve (CCNR)
-  Option 2 - Proposed alignment of Cross Island Line skirting around the CCNR

Fig. 6

(Source: <http://www.straitstimes.com/singapore/transport/2b-extra-cost-if-cross-island-line-skirts-central-catchment-nature-reserve>)

Describe two challenges faced implementing the measure shown in Fig. 6.

[4]

7. Fig. 7 below is an online article about London's traffic management efforts.

Traffic in London Is Still Out of Control. Now What?

The U.K. capital was a global leader in taming congestion 13 years ago. But the traffic has come back, with a vengeance.

In 2003, the city of London made a bold move in an effort to tame traffic: It instituted a congestion charge, making motorists pay a fee in order to drive into the city core. The law was the first of its kind in a major city, and similar schemes were later adopted in Stockholm, Milan, and other cities.

Today, 13 years later, the U.K. capital is drowning in vehicles: London has the worst road delays in Europe. What happened?

The Limits of Congestion Charging

London cars may now be moving “slower than a horse and cart” but that doesn’t necessarily mean the congestion charge was a failure. When introduced, it was designed largely to slash the number of private cars driving in to central London. In this, it has proved very successful. As the Financial Times reports, private car use has indeed dropped off sharply.

The problem is that the space vacated by those private cars has since been filled up (and then some) by other vehicles—specifically, private-hire cabs and online shopping delivery vans from the likes of Uber and Amazon. The on-demand economy is choking the city.

They weren’t a major factor in London traffic 13 years ago, and they are not deterred by the current £11.50 (\$14) daily charge to drive into the zone. Because they count as public transit, Uber drivers don’t even pay the fee.

Fig. 7

(Source: <https://www.citylab.com/solutions/2016/10/traffic-in-london-is-out-of-control-what-happened/505454/>)

With reference to Fig. 7, discuss your opinion on the success of London's efforts to reduce traffic congestion. **In 100 words or less**, support your opinion with reasons and examples. [5]

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