ACJC JC 2 Preliminary Examinations 2016
GEOGRAPHY H1 8812/01
ANSWERS

The Globalisation of Economic Activity

2 Fig. 1A shows the predicted global projection based on GDP adjusted for purchasing power parity (PPP) for the year 2020.
Fig. 1B shows the normal global projection.

(a) With reference to Fig. 1A, describe the predicted GDP (adjusted for PPP) for the year 2020. **[3]**

1m for each relevant description (Accept either "North/South" or "DC and LDC/NIE")
For no or incomplete data, collectively minus 1m

Ans:

- **General pattern (max 2m)** – Evident divide between the more developed North and the less developed South with the North having higher GDP relative to their own land areas than the South (1 m)
  - **Evidence** – more developed North America as well as Europe have higher GDP as represented by the larger projection than their actual size under normal global projection; some countries include USA and Canada in the former and UK, France and Germany in the latter. Japan in East Asia is another country in the North with higher GDP *(1/2m ~ at least 2 regions with countries should be mentioned)*
  - In contrast, less developed South has lower GDP as represented by the smaller projection than their actual size under normal global projection – most obvious for South American and African continents; some countries include Chile, Argentina in the former and Somalia, Botswana in the latter *(1/2m ~ at least 2 regions with countries should be mentioned)*

- **Exceptions (anyone; max 1m)**
  - Even though most of the less developed South has lower GDP, a group of NIEs in the South show a contrasting situation with a higher GDP; seen by their inflated sizes in Fig. 1A – most obvious examples are the rising economic giants; China and India as well as most countries in SEA
  - Similarly, in the more developed North – some have lower GDP – seen by the deflated sizes of Russia in Europe and Australia

(b) Explain why GDP is **not** an accurate indicator of development. **[3]**

1m for each relevant explanation
Max 3 ideas to achieve full marks

Ans:

- Idea of devt is seen as beyond the economic sense. It refers to the **process of improving the quality of human life through various ways such as enhancing economic opportunities, better education, improved health and nutrition**

standards, more equality of opportunities, richer cultural life and environmental protection *(Definition)*
    - GDP however only measure economic wealth; in terms of the total value of goods and services produced by all factors of production (e.g. labour and land) located within a country in a specified period. Total GDP is used as an indicator of the "size" of a country's economy.
- Development should be seen across the entire country *(Disparity)*
    - However, GDP per capita gives average income of people in the country. Disparities between groups of people and areas are not revealed by GDP figures alone.
- Limitations in calculating GDP *(Measuring the indicator)*
    - Does not include non-marketed activities, illegal or informal activities and government services
    - A quantitative value

(c) To what extent does the global shift of manufacturing (GSM) explain the GDP projection as shown in Fig. 1A? **[6]**

2m for each relevant explanation
Max 3 ideas; including GSM to achieve full marks
Minus 1m if answer does not blatantly provide a stand

Ans:

- Stand: GSM is definitely an important explanation of the GDP projection where some of the NIEs have inflated sizes relative to normal projection. However, we need to consider other reasons in understanding the N-S divide

Reason	Explanation
GSM	• Define GSM • Led to the rapid econ devt for many NIEs – as seen by the high GDP of NIEs like China, SEA • Comp adv of lower production costs in terms of labour coupled with govt incentives led to the re-location of many manufacturing activities to these NIEs. Hence bring in more FDI, employment and export earnings which in turn increased GDP values for these countries
GS of services	• Aka internationalisation of services – explains the high GDP for India • Labour-incentive services such as call centres moved towards locations like India which had comparative advtange in terms of providing cheap and skilled labour with language and IT literacy
NIDL	• While GSM explains the situation for NIEs, NIDL provides a broader explanation that can explain the inflated sizes of the DCs as well • Higher value added activities requiring very skilled and specialised labour are located within DCs – such as concentration of HQ and R&D in USA, UK and Japan

	• While the lower value added activities in LDCs/NIEs as explained by GSM • Thus the differing sizes of DC and NIE/LDCs
Historical development	• DCs had a head-start to industrial development over the NIEs/LDCs. • Colonial relationship also explains the existing N-S divide

Urban Issues and Challenges

3 OR

Fig. 3 shows the differing residential population densities of Mexico City (a LDC city) and New York City (a DC city).

(a) Using evidence from Fig. 3, explain the urban processes that can account for the differing population densities of Mexico City and New York City. **[6]**

Max 3m for each relevant process
For no or incomplete data, collectively minus 1m

Max 4m if explanation looks at general population density rather than residential density (unless appropriately explained)

Ans:

- Differing densities – with evidence
  - Mexico City – LDC city with high residential population density throughout the city; clustering around the peak population density
  - New York City –DC city with high residential population density only around the peak density and declines steeply beyond it

- Mexico City → U Process: Rapid Urbanisation
- Explanation:
  - Define process
  - With more people living in the city, there is development of high-rise residential apartments and/or squatter settlements. People live near the CBD as transport developments remain concentrated within the main city centre and have little convenient extension beyond
  - For the lower income R-U migrants, living within crowded, lower cost squatter settlements maybe the only viable option. Such migration in LDC cities are of larger volumes due to push-pull factors encouraging the growth of the city

- NYC → U Process: Decentralisation/Suburbanisation and
- Explanation:
  - Higher densities nearer city centre – inner city locations – usually have high rise developments to maximise the land areas and manage the higher rents of the IC – these developments include both lower income slums and gentrified higher income residential apartments
  - ICD: Define → Lower income slums - residential paradox according to BRT → to manage the higher rents, most units have a large number of

people living within it

- Gentrification and re-urbanisation : Define → High-income gentrified areas → apartment style building development still dominate even with re-development of these older buildings

- Lower densities away from city centre – suburban development allows for bigger homes and more land area per person; hence the lower densities per land areas; supported by transport developments and other push-pull factors (explain briefly)

(b) Explain how you would carry out a pedestrian survey in a central business district (CBD). **[6]**

- Hypothesis: The areas within the CBD are likely to have a high number of pedestrians during the peak hours of 845am to 930am and from 6pm to 630pm.
- Day/Time/Site:
  - 2 readings will be taken. A weekday when the population will be working will be chosen. The two slots are 830 to 845am and from 845am to 9am.
  - Site where the readings will be taken will be along the roads radiating from the main subway station of the city (before traffic junctions).
- Methodology/Logistics: Each pair of researchers will be given a recording sheet, a pen and a click counter.
  Recording sheet:

Name of Road:	
Time	Total number of pedestrians
8.30-8.45am	
8.45-9am	

- Representation of Data: Annotated base map
- Limitations and Solutions:
  - A total of two pairs of researchers will be deployed per road. This will help to minimise errors from miscounting as the two findings can be averaged.
  - Definition on what is a pedestrian needs to be fixed to ensure the comparability of results of different researcher teams. E.g. deciding whether a baby in a stroller will be considered as a pedestrian.
- Conclusion

The Globalisation of Economic Activity and Urban Issues and Challenges

4 OR

Fig. 5 is a map of the Turku Science Park, which aims to be a platform for the growth of high-tech businesses in the city of Turku, Finland. Turku Science Park's main focal areas are biotechnology and info-communication technology (ICT).

(a) What are *science parks*? Give **one** reason why countries like Finland develop them. **[4]**

2m for defining science park and 2 mark for explaining 1 reason

Ans:

- Definition: Science Parks are usually commercial properties that have
  - knowledge-based industries and other high-tech organisations
  - links with a university or other higher educational institutions or a major research centre
  - a management engaged in the transfer of technology and business skills to the organisations on site

- Reason (any one of the following)
  - Create relevant job opportunities for the people → higher skilled workers within R&D and related sectors
  - Attract investments from TNCs in higher value added R&D sector
  - To encourage the development of knowledge-intensive industries to allow the country to shift towards a more knowledge based economy (sectoral shift)

(b) Explain why the location within the city of Turku as shown in Fig. 5 is ideal for development of a science park. **[5]**

2-3 m for each relevant explanation
Max 2 points to achieve full marks
Minus 1m if answer does not use evidence from data

Ans:

- Proximity to many educational and research institutions – give access to research as well as skilled research students who can work with the companies
  - NE to the science park – polytechnics and further NW is the university and the school of economics
- Proximity to health care institutions – give access to try out the research; given that science park is focusing on biomedical tech
  - Abo Akedemi University in the ne
- Outside of main city of Helsinki in the south and yet connected via road networks
  - Out of town location offers less stressful environment for research as well as cheaper and with land for extension if needed
  - Yet connected to the city for R&D to be able to link up with other functions

(any other relevant ideas)

(c) Using one named example of a DC city, assess **one** strategy the urban government undertook to attract investments into its declining inner-city areas. **[5]**

Max 3 ideas looking at both pros and cons to achieve full marks
Minus 1m if answer does not have an example
For ans with > 1 strategy, mark based on one strategy only

Ans:

Strategy with eg	What was/is done	Assessment
Cultural quarters by Liverpool	Showcase cultural strengths; e.g. museums like Tate Liverpool, art and film festivals, etc → revitalizing waterfront; e.g. Albert Dock and Pier Head -- recognized as World Heritage Site	+ Ec: Being cultural capital is expected to encourage $2billion worth of investments. Most are in tourism and other service related industries → e.g. 6 million tourists visiting the refurbished Albert Dock → e.g. Offices built in Princes Docks + Ec: Being cultural capital is expected to create 14 000 new jobs, attract 1.7m more tourists However, → - Ec: Main problem is the mismatch in skills of the unemployed workers and those needed in the new service sector → - Socio-econ: Increased number of people in the city exerts more stress on transport and housing systems.
Flagship projects in London Docklands	Canary Wharf, on the Isle of Dogs by Canadian developers was constructed with 24 'superscale' office buildings with 12 million square feet for 50 000 people	Problems incl: • - Ec: <u>Employment</u> - Most of the jobs created are from the high-tech industries for qualified labour while the majority of the local people are semi-skilled or unskilled. Furthermore, it has no policies to create jobs for the ethnic minorities or the women • - Socio-ec: Lack of <u>education</u> and <u>training</u> opportunities for the locals – the LDDC should co-operate with local authorities to increase such opportunities for the locals • - Soc: <u>Transport</u> - The new transportation routes were constructed to serve the new development areas and attracting private investments but not the existing residential areas

Section C Human Geography

Answer **one** question in this section.

The Globalisation of Economic Activity

7 Either **(a)** Explain the concept of *a shrinking world* and its relationship with transport and information technologies. **[9]**

Explain – 4-5m

- ***"Explain the concept" is same as "what is meant by" → characteristics***

R/ship with… – 3-5m

No or superficial use of examples – max 5m

Introduction

- Define: **'Shrinking world' (SW)** refers to the phenomenon whereby the world appears to be getting 'smaller' due to the shorter time taken to cover the same amount of distance because of technological advancements, messages/goods/people can be easily and quickly transported over longer distances in shorter amounts of time
- R/ship with tpt and infor tech → Tpt and telecomm technologies are causes of a shrinking world
  - People and goods can now move between places <u>faster and cheaper</u> with improved transport developments.
  - More importantly capital can now be almost instantaneously transacted between places due to telecommunication and information technology.
  - These technologies have enhanced the characteristics of a shrinking world (i.e. increasing intensity, extensity and velocity of movements across the world)

- Transport technologies → Changes in the shipping industry: **<u>Containerization and container ports</u>** were popularized in the 1930s. Containerization is a system of using standardized containers that can be loaded and sealed intact onto container ships, railroad cars, planes, and trucks.
  - Explain r/ship: This system has made it possible for large volumes of goods to be moved across spaces faster and cheaper than before. Hence time taken to travel the same distance has <u>reduced</u>.
  - Increasing extensity → Port cities which adapted their habours to handle such containers (e.g. Singapore, HK, Shanghai, Shenzhen, Dubai) have since become key growth points. Production can now be scattered across the world and yet brought to any final location faster and in greater volume than before

- Transport technologies → Changes in the aviation industry: the invent of the **<u>commercial jet aircraft</u>** in the 1950s saw travel times reduce drastically and now with bigger jets like Airbus A380 in 2007, faster jet planes like Cessna Citation X in 1996 and more fuel efficient planes like Boeing 747- 8 in 2005
  - Explain r/ship: Improvements in aviation industry made it possible for more people and goods to travel to places much further away faster, cheaper and safer than ever before. These developments in fuel usage, aviation technologies and design, etc have brought places closer together. Hence time taken to travel the same distance has <u>further reduced</u>.
  - Increasing velocity → Increased speeds to travel → the Cessna Citation X with a speed of Mach 0.935 is one of the fastest business jets
  - Increasing velocity and extensity → Increased capacity to carry more over the same distance → the 747-8 Freighter can take up to additional 7 standard cargo containers → allowing cargo flights to reach to more countries

- Telecommunication technologies → Invent of internet and in the 1990s when near instant applications like emails, Skype.
    - Explain r/ship: These systems have made it possible for information to be sent within a fraction of the time previously needed. The use of the internet and other forms of mass media has led to immediate availability of information with a click of a button.
    - Increasing extensity and velocity → Increased interaction between people from different countries. COEs and regional managers are able to 'meet' and discuss virtually and make immediate decisions that affect production, investments and other activities. Hence actual physical distance is almost negligible; and making the world 'smaller'

(b) 'Activities of transnational corporations (TNCs) are the main cause of economic development'. To what extent is this statement valid? **[16]**

Intro

- **Define – Economic devt, TNCs**
- **Stand:** Econ devt is a result of the complex interactions between various actors such as the state, TNCs and supranational bodies and against various constraints such as environmental limitations. Hence it is overly simplistic to say that there is one 'main cause'. However in close scrutiny, econ development is one of the underlying responsibilities of the state and hence the state has to be the primary cause of economic development whilst being strongly influenced by various actors and constraints.
- **From this you need to show the following:**
  (i) How TNC actions enable increasing economic devt
  (ii) How TNC actions enable lower or slower increase in economic devt (other problems)
  (iii) How State actions are needed for TNCs to be involved (complex interactions) (overarching responsibilities of the state)
  (iv) How supranational bodies can influence TNC/state actions (optional if you are able to show all others)
  (v) How State and TNCs need to manoeuvre limitations imposed

- **Possible areas of discussion – don't need to mention them all; be strategic in the way answers are presented**
  (i) How TNC actions enable increasing economic devt
    - TNCs bring in economic benefits in the form of investments, employment and export earnings for host economies as well as their home economies
    - Egs Rolls Royce and Nestle
    - These injections into national economy have crucial roles in both economic and social progress in the country → e.g. infrastructural growth, education and health, etc

  (ii) How TNC actions enable lower or slower increase in economic devt (other problems)
    - In the event of low-wage economy, countries maybe stuck having low-wage mentality – limited tech transfer → Mexico
        i. Made worse with govt building EPZs and signed NAFTA agreement

that promoted Mexico's role of low-wage economy in North America
- Stifled the growth of local companies → Nestle
- Growth at the expense of social and environmental problems → Nestle in Thailand, numerous manfg TNCs in China that cause heavy industrial smog in many Chinese cities

(iii) How State actions are needed for TNCs to be involved (complex interactions) (overarching responsibilities of the state)
- Govt actions (or the lack of it) channels investments and other associated benefits of TNCs – such as specialised infrastructure and regulations in the form of EPZs, Science Parks (use 1-2 egs to show role of govt and outcome in attracting FDI)
- EV: However, State actions become primary cause to enable development.

(iv) How supranational bodies can influence TNC/state actions (optional if you are able to show all others)
- See 7Or(b) – on eliminating trade barriers and encouraging trade

(v) How State and TNCs need to manoeuvre limitations imposed
- Brazil – economic development of the North is limited due to physical barriers that restricts government actions

7 Or **(a)** Explain what export processing zones are and why some governments develop them. **[9]**

Explain – max 4m
Why govt develop them – max 5m
No or superficial use of examples – max 5m

Introduction
Define: **Export processing zones (EPZs)** are special areas created by governments in some LDCs and NIEs to attract foreign investment in industry. They have been defined as labour-intensive manufacturing centres that involve the import of raw materials and the export of factory products.
Where? EPZs can be found in many coastal areas such as the south eastern coast of China, Taichung and Kao Hsiung area in Taiwan and northern Mexican borders. (Students can attempt to locate these using blank world map)

Explain what are → characteristics of EPZs
- **Govt effort to jumpstart industrial develop**: EPZs are locational strategies by governments to jumpstart industrial development. They are located within areas selected by the government and provided with necessary infrastructure and given special regulations.
- **Special incentives:** The main characteristics of EPZs are that they offer advantages to attract investments from other areas. These advantages include a simplification of administrative procedures both for investment and for enterprise creation, and for production, duty free imports of machinery and equipment, raw materials and intermediate goods necessary for the production of goods to be exported, considerable tax advantages for the enterprise (company, taxation) as well as for the expatriate workforce employed and infrastructure provision.
  GIVE ONE EXAMPLE TO ILLUSTRATE

- **Nature of activities within EPZs**: Enterprises established in EPZs are heavily concentrated in labour-intensive manufacturing activities, centred primarily on the production of textiles, clothing, electrical and electronic goods. Adding various diverse industries (food processing, metalworking, production of sports goods and games), such types of activity represent more than 90 % of all EPZ output
  Examples -- manufacture of textiles and clothing predominates in the less developed NIEs such as EPZs in Madagascar, the Dominican Republic and Sri Lanka while more developed NIEs focus on higher value added production such as production of electronic goods in EPZs in more developed NIEs, such as Malaysia (65 % of the workforce), Mexico (35 % of employees), South Korea and Taiwan. Malaysia has become the leading global exporter of electronic components thanks to the expansion of EPZ enterprises in this sector.

Why governments may develop them? – primarily motivated by economic benefits EPZs offer

- Economic benefits including creation of employment (economic reason) (Eg, labour-intensive industries in China, Mexico, Sri Lanka) and investments
  - **Examples from notes**→ 1975 roughly 25 countries hosted EPZs, employing some 800,000 people. Between 1986 and 1997 employment more than doubled again (to 4.5 million) and 93 out of 173 countries hosted EPZs.
  - EPZ workforce doubled in five years in Mexico, by far the world's largest EPZ employer, as well as in Malaysia (1990-97).
- Part of their wider economic reforms to shift the economy towards an export-led economy especially in terms of labour-intensive manufactured goods → increase in export earnings (Eg, Taiwan, S. Korea).
  - **Examples from notes**→ Mexico: some 4000 maquiladoras today represent 41% of exports and constitute the second largest source of foreign exchange (after oil and before tourism)
  - **From notes**→ Taiwan: Its first EPZ was built in 1966 in Kaohsiung, and within two years it generated annual exports of US$7.2 million. Two more EPZs are built in Taichung. Foreign investment poured in, and exports increased exponentially; making the island one of the world's important exporter
- Governments may also use EPZs to attract FDI to ensure multiplier effect and spread of technical know-how to the rest of the country.
  - **Example**: Use of EPZ strategy by Taiwan – as the NIE developed, its govt was able to put in more stipulations to attract higher-tech manfg activities such as electronics
  - The following are the industries that are may be established in Taiwan's EPZs (selection fulfils regulator role)
    1) High-tech, high value-added electronics, aerospace, biotechnology
    2) Low-polluting manufacturing industries
    3) Warehousing, distribution, transportation
    4) Other industries listed in the "Industries Approved for Establishment in EPZs"

- For China, EPZs are also used as testing grounds for the implementation of market economy.

(b) Discuss the need for supranational bodies and using example/s you have studied, assess how effective they have been. **[16]**

Key idea: Need for supranational bodies

Introduction

Define key	• SB orgs whose decisions consist of and will impact large no.of nations.

concepts	E.g. of two types are international institutions such as the World Trade Organisation (WTO) and International Monetary Fund (IMF) or trading blocs such as EU and NAFTA.
Stand	• SBs are needed for • (i) encourage world trade by eliminating barriers between member states • (ii) improve SOL of people in member countries → achieved by SB as enablers and equalisers of globalization • However, effectiveness in fulfilling these needs vary tremendously across these SBs.

Main //s

Need : Increase trade by eliminating trade barriers and hence improve SOL by creating employment and income for member states • Seen through trade blocs	
Role as ENABLER **Example: NAFTA**	Mexico, USA and Canada signed the NAFTA in 1994 WHAT NAFTA DID? It was an agreement to phase out restrictions on the movement of goods, services and capital between the three countries by the year 2010. Its aim is to eliminate trade barriers, promote economic competition, increase investment opportunities and improve co-operation between the USA, Canada and Mexico. ROLE: Enabling globalization NAFTA called for immediately eliminating duties on half of all U.S. goods shipped to Mexico and gradually phasing out other tariffs over a period of about 14 years. Restrictions were to be removed from many categories, including motor vehicles and automotive parts, computers, textiles, and agriculture.
SOL	Such policies made it easier for movements of goods, services and capital and thus increased cross-border investments and trade between member-states. Result: For Mexico (NIE) -- Many American and Canadian TNCs relocated their production plants into Mexico. Along the US-Mexican border there are about 2000 US-owned, labour-intensive, export-orientated assembly plants, employing about 500,000 Mexican labourers.
HOWEVER	Divide between the DCs and LDCs maintained – Mexico as the low-cost location • Issues such as low-wage mentality reinforced, labour and environmental exploitation De-indus in DC member states (B)

What : Increase trade by eliminating trade barriers and hence improve SOL by creating employment and income for member states • Seen through international organizations	
Role as ENABLER	• World Trade Organization came into being in 1995—aimed to **create a strong and prosperous trading system**

Example: WTO	• E.g. From 1947 to 1994, GATT was the forum for negotiating lower customs duty rates and other trade barriers; the text of the General Agreement spelt out important rules, particularly non-discrimination. It has annexes dealing with specific sectors such as agriculture and textiles, and with specific issues such as state trading, product standards, subsidies and actions taken against dumping.
SOL	• Many have attributed the economic development of the NIEs, especially the second and third generation NIEs as their export-led policies were greatly aided by the WTO. • E.g. SK as WTO member states • WTO has increased the access to markets in the DCs
HOWEVER	• Negotiations are highly restricted. The WTO is seen by many organisation as favours DCs. In doing so, it limits trade and investments between countries and hence increasing the disparity • E.g. The Doha Conference (2001) focused on trade in cash crops, such as cotton, sugar and cocoa, and not least the dumping of products such as EU sugar. The conference in Cancun (2003) made little progress because LDCs were concerned by: o The limited access to DC markets o Protectionism by industrialised countries and regions such as the USA and the EU o Rich countries dumping agricultural commodities on international markets at prices below the cost of production o Patent rules used by pharmaceutical companies that appear to deny LDCs access to affordable medicines • Hence NIEs/LDCs are unable to gain full access to DC markets and hence reduce the disparity between them and the DCs

- **However, roles of SB have also led to decreasing SOL for some**

Need: Reduce trade barriers **However at the expense of the other need → ended up with decrease SOL by affecting the investments and livelihood** • **Trade bloc**	
Example	• **NAFTA**
Role as enabler	• In eliminating trade bloc and encouraging in freer movement of goods across the member states, NAFTA inevitably led to agricultural crop dumping.
Decrease SOL for Mexican farmers	• US and Canadian grain producers will dump their surpluses in Mexico, forcing uncompetitive Mexican peasants out of agriculture or turn to nuts, peaches, asparagus, chickpeas, olives, watermelon and jalapeno chilli. Most of the new production is for export • Further increasing the disparities between USA/Canada and Mexico

Need: Reduce trade barriers **However at the expense of the other need → ended up with decrease SOL by affecting the investments and livelihood** • **International Institutions**

Example	• **WTO**
Role as equaliser	• Between DCs and LDCs, WTO empowered nations to enforce trade sanctions on countries to make settlement of disputes binding. ROLE → equalizer • However, the only nations capable of using trade sanctions with real effectiveness are the DCs. The LDCs were powerless in this matter to accept WTO rulings against them. DCs however use the dispute resolution panel against each other.
Decrease SOL for LDCs	• E.g. impact of legislation: LDCs, in the bid to attract investment from TNCs were dead against child labour laws and minimum working standards entering WTO protection. LDCs claimed that these would allow the DCs to gain an unfair advantage over them as they would utilise these as discriminatory barriers to trading with LDCs. WTO ruled barring of imports from countries with lax labour standards illegal.

Urban Issues and Challenges

8 (a) Either Explain how state planning can influence the urban structure of cities today. **[9]**

Explain HOW – hence focus should be on roles state planning plays
No or superficial use of examples – max 5m

Introduction
Define: State planning, urban structure
Main stand/idea: State planning can influence as (i) provider and (ii) regulator

Main //s:
As regulator
- Dictate land use by land use planning
  - Sg – Land parcels are released with designated land use
    - Reclamation of Marina Bay to be developed as second Downtown and hence with a focus of commercial land use
    - Indus area decentralised towards Tuas – e.g. created of Jurong Islands for Petrochemical Cluster, future plans to even shift existing port out of the CBD into Tuas → clear attempt in decentralising industrial activities out of the CBD

As provider
- Housing provider
  - E.g. New Town developments in Sg – (i) Location of housing, (ii) Types of housing , and (iii) Landuse within NTs - besides housing, educational and recreational facilities are also created

- Providing relevant infrastructure in certain areas
  - E.g. transport infrastructure and development of residential suburbs
    - Golders Green and devt of train stations and bus-stops which attracted more urban residents to move into the suburb – enabling mass suburbanisation in the 40s and 50s
    - SG – MRT system that developed alongside New Town devts – the east-west and north-south lines were developed first in the 80s

(b) Assess whether suburban development has been harmful for large urban areas in the developed world. **[16]**

Intro

- Suburban development refers to housing and infrastructural projects carried out in the fringes of the city to encourage decentralisation; especially in the form of suburbanisation.
- Decentralisation – refers to movement of people and economic activities like manufacturing, retail and offices out of the city centre and inner cities
- Involves suburbanisation where the movement is towards the fringes of the city as well as counter-urbanisation where movement is entirely out of the city into smaller towns and rural areas
- These suburbs with their various development have been receiving areas vis-à-vis suburbanisation; while the inner city and city centres have been sending areas

- *Stand:* It is overly simplistic to say the suburban development is harmful. What would be important to consider when evaluating the consequences of suburban development would be the various parts of the urban area as well as the various people within these areas. This essay will argue that for sending areas in particular the inner cities in DCs, suburban development has brought about more problems. However for receiving areas like the suburbs and most living within it, such development has actually had more benefits while some problems have been inevitable.

Main //s

- **Receiving areas → i.e. suburbs where residential and other infrastructural developments have taken place → have ultimately benefited more in the long run → economic and social benefits to these areas and those living within it**

Consequence	**Categorise**	**Example and explanation**
Created new employment opportunities for the people in the suburbs, esply if these are under-developed to start with	Economic benefit	• With the movt of manufacturing, retail and offices, new employment opportunities were introduced into suburban areas; benefitting both new and existing residents • This was the case when manufacturing industries such as Rover's Longbridge works began decentralising from Birmingham city into suburbs like Stechford • Helped diversify the economy, brought in higher paying jobs – thus improving purchasing power and SOL of the people
Improved and increased range of services –esply in transport, retail and	Social benefit	• For the suburb of Golders Green in London, transport facilities improved. Electric trams operated from 1909 and a bus station was opened in 1913. By the 1920s, Golders Green

recreation		was the fifth busiest underground station in London with over a million passengers every month. • Benefitting both new and existing residents

- **Receiving areas → However, have faced some harmful effects as well→ but these are often either for a smaller group of people and for the interim period**

Consequence	Categorise	Example and explanation
Increasing cost of living in suburbs as developments and arrival of middle and higher-income residents increase land and living costs.	Economic limitation	• As the affluent population move into suburban areas like Golders Green – property and land prices increase in woth • Existing rental or tenants suffer
Decentralisation brought with it increased construction and private transportation and fro the suburbs	Environmental limitation	• Suburban decentralisation led to urban sprawl as land on the fringes of the city was taken for these new housing and economic devts. • Decentralisation of manufacturing in particular brought with it pollution • Daily transportation to and fro the city have increased pollution

- **Sending areas – which are the inner cities and city centres → Suburban development have brought about long term adverse effects especially to the already declining inner cities**

Consequence	Categorise	Example and explanation
Inner city decline: is a process by which areas of a city lying immediately outside the Central Business District but before the suburbs falls into a state of despair	Wide-ranging; economic, social and environmental	• Inner city decline has been evident in the London Docklands. • Ec: Depopulation; esply of middle- and high income families → Population of London Docklands fell by 20% between 1971 and 1981 → dampens demand for consumer and retail services and the social diversity needed to maintain an attractive residential and retail environment • Ec: High levels of unemployment as manufacturing and other economic activities decentralise or even entirely close down → Closure of the London Dock system in the 1960s and early

		1970s • Soc: Properties in the inner city are mainly from nineteenth century; designed and built using traditional designs and older technology. Improvements are rarely made as there is little financial gain from the tenants here (e.g. in the Docklands, housing was overwhelmingly public sector rent accommodation, with only just over 5% of the housing being owner-occupied). Increased in crimes rates often perpetuated by gang crimes • Envir: Overcrowding, poor quality housing and infrastructure leads to the widespread of air- and water-borne diseases. Buildings, roads, utilities network that are over-used and abused with very diminished level of social infrastructure provision. Other problems such as traffic problems: car ownership and commuting means an increase in congestion and pollution
Rise in suburban retail malls have also led to the decline in retail within city centres.	Social and economic limitation	• For instance, counter-urbanisation has led to the decline in retail outlets in Nottingham city. • In addition to the loss of job, such closures again affect the lower-income groups left behind in the inner city areas. They may have lost their low-cost shopping outlets within the inner cities and now may need to travel further to the suburbs to get their daily necessities.

Conclusion

- Hence, suburban developments have both benefits as well as problems. For sending regions, due to the severity of inner city and urban decline, problems have outweighed the benefits. For the receiving areas on the other hand, there has been a wide range of benefits and limitations.

8 Or **(a)** Compare the nature of housing problems in large urban areas in DCs and LDCs. **[9]**

KEY IDEAS –

- **COMMAND WORD – "COMPARE"**
- **'nature' → characteristics – what, where, when, who?**

Intro
- Define housing problems – 2 types – 'homelessness' and 'sub-standard housing'

Main //s
Homelessness

	DC city (e.g. LA)	**LDC city (e.g. Squatter settlement examples on pg 7)**
What/when	• Homeless people without any physical structure to house them permanently	• Homeless people without any physical structure to house them permanently • Homeless communities in the form of squatter settlements where residence is illegal
Where	• Most parts of the city where there is no gated communities • Some seek shelters in churches and homeless shelters for the night	• People – most parts of the city • Communities – mostly in the fringes of the city (e.g. favelas in Rio de Janerio, Brazil – found in the outskirts of the city)
Who	• Made up of unemployed, those in heavy debt or declared bankrupt, mentally disturbed people, new immigrants, minority ethnic groups, lone elderly, etc → <u>some choose to be homeless; personal choice</u>	• Made up of people in extreme poverty, orphans and street children, lepers and other illnesses, rural migrants → <u>out of poverty and social exclusion</u>

Sub-standard housing

	DC city (case study: London Docklands, Liverpool)	**LDC city (case study: slums development – KIP after upgrading took place)**
What/when	• Inner city slums – deteriorated housing conditions	• Middle and low-income slums mostly
Where	• Inner city area	• Found just outside the inner city areas where land value is cheaper
Who	• Increasing proportion of: ○ Immigrants and	• Middle and low-income, usually families

	ethnic minorities ○ Non-family and transient population ○ Aging profile ○ Low socio-economic status	

(b) Discuss why transport problems are effectively managed in some urban areas and not others. **[16]**

Introduction

- Common urban transport problems include – Traffic congestion, overcrowded public transport systems, pollution (explain briefly)
- Stand: Tpt problems are easier to resolve if urban govts take a more comprehensive approach to tackling them. Their approach should consider strategies that are able to first discourage pte vehicles, second, encourage public tpt and lastly, engage more effective use of existing or new roads.
- Using the examples of [State your examples → Bangkok (a LDC city) and Singapore (a DC city)] we have seen the varying levels of effectively management; with the former considered less successful than the latter.

// Discouraging pte tpt → What made S'pore and Zurich successful?

- Singapore and Zurich were able to better control the number of pte vehicles on the roads due to two main reasons. First was the use of advanced tpt technology and second was the decisive stand by the govt to curb no. of pte vehicles on the roads.

Singapore and Zurich
Use of advanced tpt technology – controlled and automated traffic lights, surveillance using traffic light cameras, Singapore's ERP gantry and cashless payment, Zurich's single ticketing system
Decisive govt stand – Singapore's use of COE and ERP, Zurich's official stand in making the city more pedestrian- friendly

// Developing and encouraging public tpt → Why was S'pore more successful than Bangkok?

- Appeal of public tpt → Tpt problems like congestion can be resolved if more people are encouraged and willing to take public tpt instead of private vehicles. This appeal is created by (i) Comfort of travel → made possible due to funds available and higher fares in Singapore which aims to cover the costs incurred; investing into higher tpt technology

Singapore	Bangkok
air-conditioned buses and trains, decent quality of seats	Poor and declining quality of buses
Cashless transactions – EZ link card Possible to travel between different modes of public tpt easily	

- (ii) the affordability for public tpt – an issue for both cities;

Singapore	Bangkok

While most trains and buses do run on full capacity, the fares have been increasing gradually. This has come under intense scrutiny in recent times.	While buses were still within the reach of, the fares for the Skytrain and Metro system were out of reach for most of the urban residents. This led to trains running under capacity. The urban authority had to step in to reduce the fares.

- And (iii) the over-crowdedness of public tpt

Singapore	Bangkok
This is increasingly a big issue in Singapore, where peak hour overcrowding has made public tpt unpopular amongst commuters.	.

- Tpt problems are also resolved when there is extensive connectivity of the public tpt.

Singapore	Bangkok
Tpt connections reach out to the suburbs like Punggol in extreme East. This is made possible due to the smaller scale of the city as well as long-term coordinated growth of public tpt routes. E.g. MRT extensions taking place gradually.	Poor coverage to the suburbs → larger urban areas in LDC cities like Bangkok has haphazard growth patterns. This makes it difficult to reach out to suburban locations where most of the urban poor are concentrated in
Inter-suburban travel made possible with more comprehensive tpt routes (e.g. Circle line, Downtown lines)	

// Effective road mgt → What made S'pore / Zurich more successful than Bangkok?

- The key differences between the two cities' success rate were: first, the use of advanced tpt technology to ensure surveillance and second, level of govt corruption

Singapore	Bangkok
Use of advanced tpt technology – Singapore: controlled and automated traffic lights, surveillance using traffic light cameras. People are aware of most traffic rules and the hefty price to pay for any violation. This allows for a higher rate of abidance.	In Bangkok, a great deal of capital was invested into the automated traffic light system. The automatic system has reduced waiting time at many lights from 10 min or 2-3 min, thus spreading traffic out along Bangkok's limited road space. However, even with automated systems, people may still not abide by rules and regulation. Also, difficult to track their movements of informal transport providers; e.g. tuk-tuks and motorcycle taxis. Govt corruption makes surveillance difficult.