

Teacher Resource Bank

GCE General Studies B

Second Specimen Question Papers and Mark

Schemes:

- GENB2



SECOND SPECIMEN PAPER TO PREPARE FOR THE JANUARY 2009 AND SUBSEQUENT EXAMINATIONS

General Certificate of Education

Advanced Subsidiary Examination



GENERAL STUDIES (SPECIFICATION B)
Unit 2 Space

GENB2

Date #### #### Session

For this paper you must have:

- an 8-page answer book
- You may use a calculator.

Time allowed: 1 hour 30 minutes

Instructions

- Use black ink or ball-point pen.
- Write the information required on the front of your answer book. The *Examining Body* for this paper is AQA. The *Paper Reference* is GENB2.
- Answer **all** questions.
- Do all rough work in your answer book. Cross through any work you do not want marked.

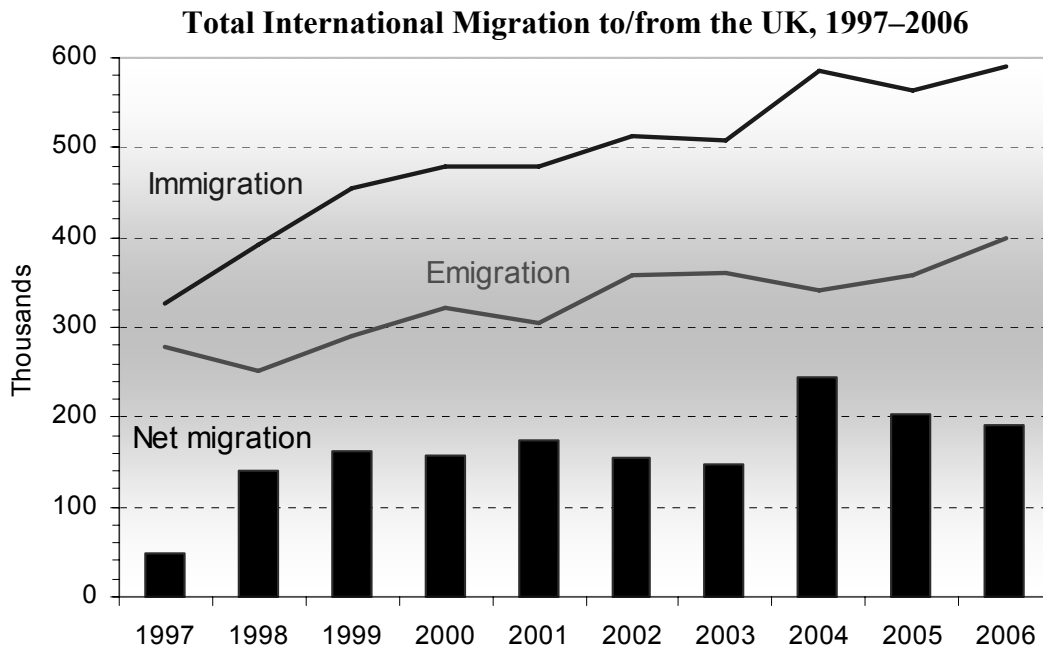
Information

- The maximum mark for this paper is 90.
- The marks for questions are shown in brackets.
- You will be marked on your ability to use good English, to organise information clearly and to use specialist vocabulary where appropriate. All questions should be answered in continuous prose.
- Where appropriate use examples to illustrate your answer.

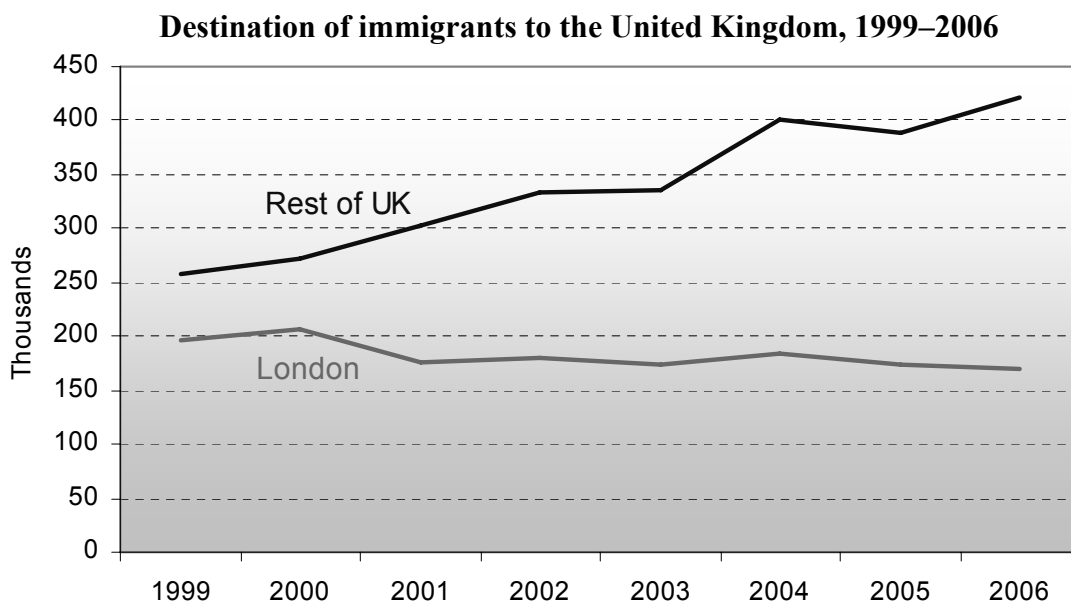
Answer **all** questions.

1 Study **Sources A** and **B** and then answer the following questions.

Source A



Source B



Source: © Crown Copyright, National Statistics Website

- 1 (a) Referring specifically to the data provided in **Source A**, calculate and account for the changes in the levels of migration to and from the United Kingdom in the period 1997–2006. *(10 marks)*
- (b) Use the data in **Source B** and your own knowledge to suggest:
- (i) **three** reasons why a significant percentage of immigrants to the United Kingdom settle in London. *(6 marks)*
- (ii) **two** reasons why there has been a growth in the number of immigrants settling in other parts of the United Kingdom. *(4 marks)*
- (c) Why might it be difficult to predict future levels of immigration and emigration relating to the United Kingdom? *(10 marks)*

Turn over for the next question

2 Study **Sources C** and **D** and then answer the following questions.

Source C



Source: © 1998 - 2008, FreeFoto LLC.

Source D



Source: © 1998 - 2008, FreeFoto LLC.

- 2 (a) Why might people living and working in an area such as that pictured in **Source C** support the idea of traffic-free zones?
(10 marks)
- (b) Why might people oppose the creation of a pedestrian-only area such as that shown in **Source D**?
(10 marks)
- (c) Using **Sources C** and **D** discuss what other measures could be taken to reduce congestion in urban areas and their likely effectiveness.
(10 marks)

Turn over for the next question

3 Read **Source E** and then answer the following questions.

Source E

Tesco transports wine by canal

Tesco is to use the Manchester Ship Canal to transport wine in barges from the docks in Liverpool to its bottling plant in Irlam. According to Tesco, this will take 50 lorry journeys off the M62 motorway each week and transport the equivalent of 41.5 million bottles of wine per year. Carbon emissions will also be cut by 80 per cent.

Tesco says plans are underway to use similar water-borne freight routes in other parts of Britain: 'Reducing carbon emissions and looking at how we can make the business more environmentally-friendly is a priority and by 2012 we aim to halve the amount of carbon emitted per case of goods delivered.'

The new cargo service involves three journeys per week, delivering an estimated 600 000 litres of wine on each journey along the 40-mile stretch of the canal. The scheme has won the support of *Sea and Water*, the independent pressure group lobbying to maximise the use of Britain's waterways for freight transport. Director Francis Power said: 'Tesco are to be commended for their vision, leadership, and commitment to reducing the environmental impact of modern consumer expectations.'

Are canals, marginalised by railways in the 19th Century and obliterated by roads in the 20th, about to make a comeback? Possibly: but first two points. The Manchester Ship Canal is no ordinary canal: it was opened in 1894 for ships, not barges. Its size makes it economically viable. The second point is that canals and rivers should be taken together. Each accounts for about half of the UK's 4000 miles of navigable canals and rivers. Sainsbury's responded to the Tesco initiative by pointing out that it already uses the Thames for goods transport.

So the question is really about waterways. 'The potential is huge,' said Joe Gilbertson, campaigns co-ordinator of the Inland Waterways Association (IWA). 'Some picturesque canal in Oxfordshire is not the best place to carry freight, but broader waterways are eminently suitable and a lot of them are in city centres. The IWA says British Waterways should start promoting freight. British Waterways has been accused of being more interested in riverside property development than encouraging the commercial use of canals and rivers.'

Its spokesman, David Young, welcomes Tesco's initiative as a 'super idea', but is less bullish than the IWA. Barges are slow, travelling at about 4mph, he points out, and loading facilities may not be in the right places. British Waterways hope for a gentle upturn. The IWA, who fought to save canals when they were decommissioned after the Second World War, want a revolution.

Source: adapted from articles in *The Daily Mail*, 18/10/07 and *The Guardian*, 22/10/07

- 3 (a) Discuss the advantages of using canals and rivers in the 21st century as a means for businesses and companies to transport goods.
(15 marks)
- (b) Why might some people argue against the greater use of canals and rivers by industry?
(15 marks)

END OF QUESTIONS

There are no questions printed on this page

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General Certificate of Education

General Studies
Specification B

GENB2

Unit 2 Space

Second Specimen Mark Scheme

The specimen assessment materials are provided to give centres a reasonable idea of the general shape and character of the planned question papers and mark schemes in advance of the first operational exams

Further copies of this Mark Scheme are available to download from the AQA Website: www.aqa.org.uk

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Set and published by the Assessment and Qualifications Alliance.

INTRODUCTION

The nationally agreed assessment objectives in the QCA Subject Criteria for General Studies are:

- AO1** Demonstrate relevant knowledge and understanding applied to a range of issues, using skills from different disciplines.
- AO2** Marshal evidence and draw conclusions; select, interpret, evaluate and integrate information, data, concepts and opinions.
- AO3** Demonstrate understanding of different types of knowledge, appreciating their strengths and limitations.
- AO4** Communicate clearly and accurately in a concise, logical and relevant way.

- Candidates will often perform at a uniform level across the four Assessment Objectives. Sometimes, though, their performance will be uneven across the AOs.
- The mark awarded for a response should reflect the relative weightings of AOs for the unit (see below).
- **Thus, for Unit 2, knowledge and understanding [AO1] and marshalling evidence and drawing conclusions [AO2] have equal weight. These should determine the level (1-5) to which the response is allocated.**
- Whether communication is clear and accurate [AO4] – and, to a lesser extent, whether fact and opinion are distinguished [AO3] – should determine the mark within the level.
- **Answers given in the mark scheme are not necessarily definitive. Other valid points must be credited, even if they do not appear in the mark scheme.**

Distribution of marks across questions and assessment objectives for Unit 2

Question Numbers	Q1	Q2	Q3	Total marks
Assessment Objectives				
1	10	10	10	30
2	10	10	10	30
3	4	4	4	12
4	6	6	6	18
Total marks per Question	30	30	30	90

- 1 (a) Referring specifically to the data provided in Source A, calculate and account for the changes in levels of migration to and from the United Kingdom in the period 1997–2006.**

(10 marks)

From Source A data

- overall level of immigration rose from approximately 320 000 in 1997 to just under 600 000 in 2006 (or by approx. 280 000), 87.5% increase
- overall level of emigration rose from approximately 290 000 in 1997 to just 400 000 in 2006 (or by approx. 110 000), 37.9% increase
- net migration has risen overall from 50 000 in 1997 to 195 000 in 2006 (or by approx. 145 000), 290.0% increase
- immigration and emigration followed broadly the same rising pattern but the gap widened from approx. 50 000 in 1997 to approx. 195 000 in 2006
- both immigration and emigration peaked in 2006
- the net difference was greatest in 2004 when it stood at 240 000

Reasons might include

- UK's open door policy
- increasing possibilities of buying property abroad
- 2004 'spike' as a result of EU expansion especially in Eastern Europe
- increased opportunities to work abroad

Any other valid points should be credited.

Level 1 (8-10 marks)

Four or more valid points which are well made and refer specifically to the figures in the data provided.

The response will show reference to both levels of migration and destination.

In this band, there should be clear evidence of comparison (e.g. of levels of immigration and emigration or of migrants to London compared with the rest of the U.K.).

Level 2 (4-7 marks)

Two or more points competently made.

At the upper end, reference is likely to be made specifically to the data.

The response will show reference to both levels of immigration and emigration.

The response may show evidence of imbalance.

In this band, there is likely to be evidence of comparison at the upper end, whilst weaker answers are more likely to be descriptive.

Level 3 (1-3 marks)

At least one point which is briefly made.

Where more than one point is made, the detail may be very limited.

Responses are more likely to be descriptive rather than explanatory.

1 (b) Use the data in Source B and your own knowledge to suggest:

- (i) **three reasons why a significant percentage of immigrants to the United Kingdom settle in London.**

(6 marks)

Factors that might be suggested could include:

- London is better known and is usually the main point of arrival
- wages are higher in London
- London has more (low skilled) jobs than other places, e.g. in the service sector
- capital cities are always a magnet

Any other valid points should be credited.

1 mark each for identifying a point such as the ones above up to a maximum of 3: a further mark for each for providing a suitable development. Candidates may refer to the data and figures specifically but it is not required for this part of the question.

1 (b) Use the data in Source B and your own knowledge to suggest:

- (ii) **two reasons why there has been a growth in the number of immigrants settling in other parts of the United Kingdom.**

(4 marks)

Factors that might be suggested could include:

- the 2004 surge may relate to EU expansion and the availability of skilled work (e.g. the building trades) away from London
- original migrants may have moved away from London and now encourage new arrivals to settle away from the capital
- London has proven to be too expensive for the low pay sector so migrants have moved away
- other regions have advertised for labour

Any other valid points should be credited.

1 mark each for identifying a point such as the ones above up to a maximum of 2: a further mark for each for providing a suitable development. Candidates may refer to the data and figures specifically but it is not required for this part of the question.

1 (c) Why might it be difficult to predict future levels of immigration and emigration relating to the United Kingdom?

(10 marks)

Factors that might be suggested could include:

- Government policies might alter
- EU labour and movement laws might alter
- economic conditions might make Britain less/more attractive
- push factors such as natural disasters or wars might have an impact
- living abroad for Britons might prove to be more/less popular

Any other valid points should be credited.

Level 1 (8-10 marks)

At least 3 points well made that show an awareness of the issue and draw on specific examples. Answers will show clear development of the points made and discussion of the issues.

Level 2 (4-7 marks)

At least 2 points are competently made with some exemplification and discussion. A candidate who addresses more than two parts without expansion or examples is likely to feature at the lower end of this level.

Level 3 (1-3 marks)

One well-developed point or perhaps a list of undeveloped points. Exemplification may be weak. There is unlikely to be any real discussion at this level.

2 (a) Why might people living and working in an area such as that pictured in Source C support the idea of traffic-free zones?

(10 marks)

n.b. This answer requires a one-sided response in favour of the question.

Answers supporting traffic-free zones might include the following points:

- increased safety for pedestrians
- lower levels of pollution
- quieter and more peaceful
- improved traffic flow for emergency services and delivery vehicles
- the potential for more places to sit and rest
- opportunities to improve the environment generally, e.g. fountains, sculpture

Any other valid points should be credited.

Level 1 (8-10 marks)

At least 3 points well made that show an awareness of the issue and draw on specific examples, which may include the source. Answers will show clear development of the points made and discussion of the issues.

Level 2 (4-7 marks)

At least 2 points are competently made with some exemplification. The use of specific examples may include the source. A candidate who addresses more than two parts without expansion or examples may feature at the lower end of this level.

Level 3 (1-3 marks)

One well-developed point or perhaps a list of undeveloped points. Exemplification may be weak. It may be totally or heavily reliant on the source.

2 (b) Why might people oppose the creation of a pedestrian-only area such as that shown in Source D?

(10 marks)

n.b. This answer requires a one-sided response in favour of the question.

Reasons why some people might oppose the creation of a pedestrian-only area might include:

- loss of trade for shops
- difficulty of access for delivery vehicles
- less accessible for people who are disabled and use their own cars
- public transport might not stop close by
- the public wants to be able to park outside shops
- difficulties in collection of bulky purchases
- journeys across town might take longer because they are less direct

Any other valid points should be credited.

Level 1 (8-10 marks)

At least 3 points well made that show an awareness of the issue and draw on specific examples, which may include the source. Answers will show clear development of the points made and discussion of the issues.

Level 2 (4-7 marks)

At least 2 points are competently made with some exemplification. The use of specific examples may include the source. A candidate who addresses more than two parts without expansion or examples may feature at the lower end of this level.

Level 3 (1-3 marks)

One well-developed point or perhaps a list of undeveloped points. Exemplification may be weak. It may be totally or heavily reliant on the source.

2 (c) Using Sources C and D discuss what other measures could be taken to reduce congestion in urban areas and their likely effectiveness.

(10 marks)

Discussion of other measures might revolve around suggestions such as those listed below. A candidate who discusses the creation of traffic-free zones should not be rewarded as that is covered in parts (a) and (b).

Other measures to reduce traffic congestion might include the following points:

- park and ride schemes
- congestion charging
- improved one-way systems
- restricting access to public transport, delivery vehicles and emergency services only
- free town centre buses
- improved and cheaper public transport to and from town centres
- increasing parking charges
- removal of town centre parking

Any other valid points should be credited.

Level 1 (8-10 marks)

At least 3 points well made that show an awareness of the issue and draw on specific examples, which may include the source. Answers in this level will show clear development of the points made. There will be discussion of the likely effectiveness of the measures.

Level 2 (4-7 marks)

At least 2 points are competently made with some degree of exemplification. The use of specific examples may include the source. A candidate who addresses more than two parts without expansion or examples may feature at the lower end of this level. There may be some discussion of the likely effectiveness of the measures, particularly at the upper end.

Level 3 (1-3 marks)

One well-developed point or perhaps a list of undeveloped points. Exemplification may be weak. It may be totally or heavily reliant on the source. There is unlikely to be any discussion of the possible measures.

n.b. Bullet pointed answers are unlikely to move beyond the lower end of Level 2 as they are unlikely to include discussion.

- 3 (a) Discuss the advantages of using canals and rivers in the 21st century as a means for businesses and companies to transport goods.**

(15 marks)

This question allows candidates to draw on ideas from several Areas of Study in the unit specification

Candidates might offer such points as the ones listed below. Other valid points are acceptable.

- canals and rivers are an important transport resource and should be used
- barges are very cost effective because they can carry more
- barges generate less pollution and are more environmentally friendly
- barges do not create traffic congestion
- journey times can be estimated very accurately as there will be no hold-ups
- for many products such as wine, cement, gravel, waste speed of delivery is not important
- economically and environmentally, it could reduce the need for further road expansion

Level 1 (11-15 marks)

- a good response showing awareness of why canals/rivers can be effective, commenting on the types of goods that could be transported and perhaps their role in an integrated transport network. [AO1]
- examples from beyond the source that illustrate the particular role that canals/rivers could play and why they could be important. [AO2]
- an appreciation of why some people believe that this form of transport is environmentally friendly in a broad context and can make economic sense in certain circumstances. [AO3]
- communication is clear, accurate and the argument is well structured. [AO4]

Level 2 (6-10 marks)

- a competent response showing some awareness of the potential role and importance of canals/rivers and the kinds of goods that are suitable for transportation by this method. [AO1]
- examples may focus on the source only and there may be some reference as to why canals such as the Manchester Ship Canal have a role to play. [AO2]
- references may be made to the impact of other forms of transport on the environment and show some (limited) awareness of economic factors. [AO3]
- there are errors in the language used, but they do not impair communication; the response has some structure. [AO4]

Level 3 (1-5 marks)

- a limited response that shows little awareness of why canals/rivers could be relevant in the 21st century and almost certainly relying heavily on the source. [AO1]
- reasons are likely to be anecdotal/list-like with little development or are confined to the source. [AO2]
- there is little understanding of the reasons why some groups/industries favour this kind of transport. [AO3]
- errors of language begin to impair communication; there is little structure in the response and it may be brief. [AO4]

(0) No response or no relevant information.

3 (b) Why might some people argue against the greater use of canals and rivers by industry?

(15 marks)

This question allows candidates to draw on ideas from several Areas of Study in the unit specification

Candidates might offer such points as the ones listed below. Other valid points are acceptable.

- Britain's narrow gauge canal system and its rivers are not large enough for an increase in barge traffic and the transport of heavy goods
- journey times will be much slower
- canals/rivers do not always go to the right places, so lorries will still be needed
- the waterways network is currently not fully navigable
- leisure users of the canals/rivers may object to industrial traffic
- road haulage firms and drivers would be concerned over a loss of jobs
- increased water traffic may affect wildlife alongside and in the canal/river and could increase pollution

Level 1 (11-15 marks)

- a good response showing awareness of why canals/rivers may not be suitable, commenting on factors like the slow speed at which goods would be transported and the absence of a complete transport network. [AO1]
- examples from beyond the source that illustrate the limited role that canals/rivers could play in terms of size and accessibility to markets. [AO2]
- reference may be made to the effect that canal/river traffic will also cause pollution, generate high maintenance costs and may show an understanding of why other canal/river users may regard industrial use as a threat to leisure activities, the environment and wildlife. [AO3]
- communication is clear, accurate and the argument is well structured. [AO4]

Level 2 (6-10 marks)

- a competent response showing some awareness of the difficulties of using canals/rivers and the limited range of goods that are suitable for transportation by this method. [AO1]
- examples may focus on the source only and there may be some reference as to why only canals such as the Manchester Ship Canal have a role to play. [AO2]
- references may be made to the effectiveness of current methods of transport and show little awareness of the potentially damaging impact of those methods on the environment or on the economic costs. [AO3]
- there are errors in the language used, but they do not impair communication; the response has some structure. [AO4]

Level 3 (1-5 marks)

- a limited response that shows little awareness of why canals/rivers could be inappropriate for major use as a means of freight transportation and probably heavily reliant on the source. [AO1]
- reasons are likely to be anecdotal/list-like with little development or are confined to the source. [AO2]
- there is little understanding of the reasons why some people would regard the industrial use of canals/rivers as unsuitable. [AO3]
- errors of language begin to impair communication; there is little structure in the response and it may be brief. [AO4]

(0) No response or no relevant information.