GCSE GEOGRAPHY
2018 MOCK COMPONENT 3

RESOURCE FOLDER
This folder is for use with questions in Component 3.
This folder need not be handed in with your answer booklet.
Students used one transect to sample data in 5 neighbourhoods of Ipswich. They wanted to see if there was a link between distance from the city centre and:

- The sustainability of the neighbourhood
- House prices
- The quality of shopping services

Table 1 shows some of the data they collected in each of the 5 neighbourhoods along the transect. Map 2 shows the location of this transect.

Table 1 – data for each neighbourhood on the transect

<table>
<thead>
<tr>
<th>Neighbourhood</th>
<th>Sustainability Scores</th>
<th>Quality of shopping services</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1 = Low sustainability</td>
<td>1 = Poor shopping services</td>
</tr>
<tr>
<td></td>
<td>10 = High sustainability</td>
<td>10 = Very good shopping services</td>
</tr>
<tr>
<td>A</td>
<td>5</td>
<td>6</td>
</tr>
<tr>
<td>B</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>C</td>
<td>5</td>
<td>1</td>
</tr>
<tr>
<td>D</td>
<td>9</td>
<td>2</td>
</tr>
<tr>
<td>E</td>
<td>7</td>
<td>1</td>
</tr>
</tbody>
</table>

Map 2 – The location of the transect.
Part of the town of Borth is built on a spit. This part of the town is less than 3 metres above sea level and is vulnerable to coastal flooding. The rest of Borth is built on the hillside that overlooks the spit. This part of the town is safe from coastal flooding.

Photograph 3 - The town of Borth in West Wales
Graph 4 - Scatter graph showing house prices in Borth at various distances from the sea

Graph 5 - Dispersion graph showing the range of house prices in Borth
Map 6 - The location of Heathrow

- Birmingham
- Luton
- Stansted
- City of London
- Gatwick

- M1
- M4
- M3
- M40
- M11
- M25
Table 7 - The UK’s 10 largest airports for imports and exports

<table>
<thead>
<tr>
<th>Airport</th>
<th>Imports/exports (1000s tonnes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heathrow</td>
<td>1,497</td>
</tr>
<tr>
<td>East Midlands</td>
<td>292</td>
</tr>
<tr>
<td>Stansted</td>
<td>208</td>
</tr>
<tr>
<td>Manchester</td>
<td>100</td>
</tr>
<tr>
<td>Gatwick</td>
<td>73</td>
</tr>
<tr>
<td>Belfast</td>
<td>30</td>
</tr>
<tr>
<td>Luton</td>
<td>28</td>
</tr>
<tr>
<td>Edinburgh</td>
<td>19</td>
</tr>
<tr>
<td>Glasgow</td>
<td>13</td>
</tr>
<tr>
<td>Birmingham</td>
<td>7</td>
</tr>
</tbody>
</table>

Graph 8

Graph 9
Map 10 – Isolines of noise nuisance around Heathrow showing the airport's negative sphere of influence
Factfile about the expansion of Heathrow

If a third runway is built at Heathrow it will:

- destroy 694 hectares of green field land that is currently protected
- 950 homes will have to be demolished. The owners will be forced to move
- the extra jobs in the area will mean that thousands of new homes will have to be built
- noise from the aircraft taking off and landing will spread many miles. The sphere of influence will spread into the Chiltern Area of Outstanding Natural Beauty.

If a third runway is built at Heathrow:

- the airport will be able to double the amount of cargo that is imported and exported
- land will be used to build new hotels and offices
- the airport will be able to handle 740,000 flights a year. This will make it roughly equal in size to Europe’s largest airports such as Paris and Amsterdam
- rail, bus and coach connections to London will be improved so that an extra 30 million people each year will travel to the airport by public transport.