



Oxford Cambridge and RSA

Tuesday 7 June 2022 – Afternoon

**GCSE (9–1) Geography B
(Geography for Enquiring Minds)**

J384/02 People and Society

Resource Booklet

Time allowed: 1 hour



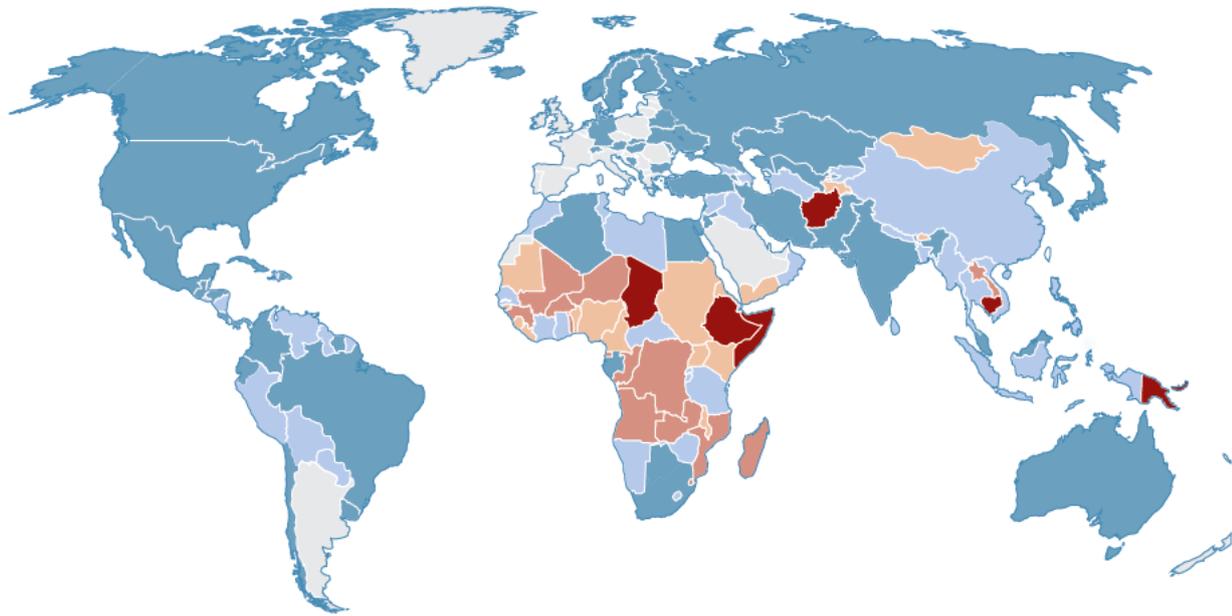
INSTRUCTIONS

- Do **not** send this Resource Booklet for marking. Keep it in the centre or recycle it.

INFORMATION

- This document has **8** pages.

Fig. 1 Share of population with access to improved drinking water



Share of population with access to improved drinking water

- 85% or more
- 70-85
- 55-70
- 40-55
- less than 40%
- no data

Fig. 2 Immigration to the UK 1980–2018

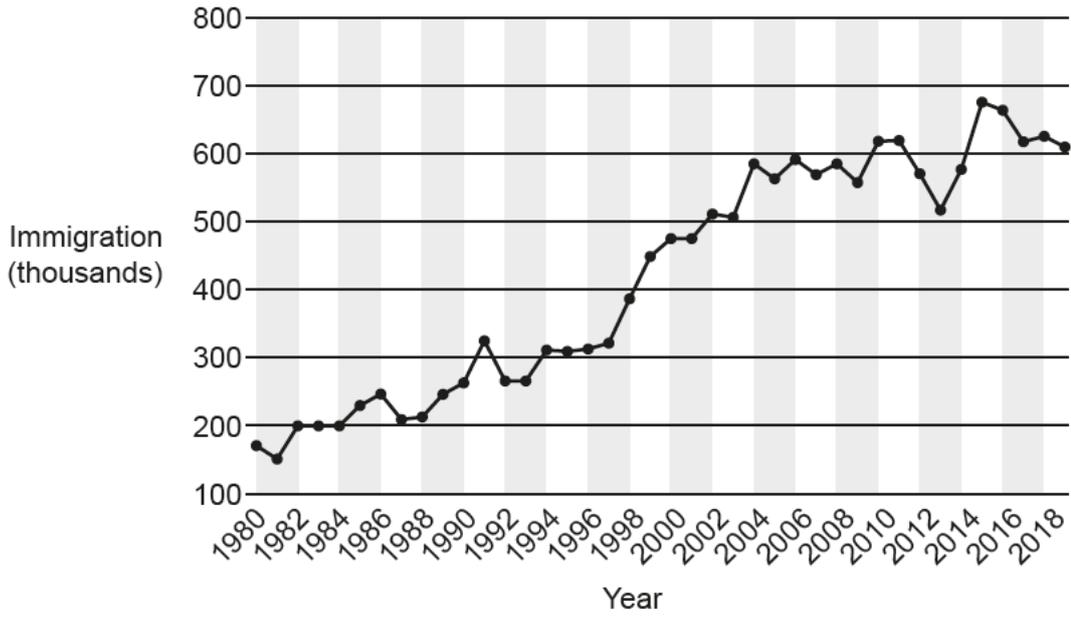
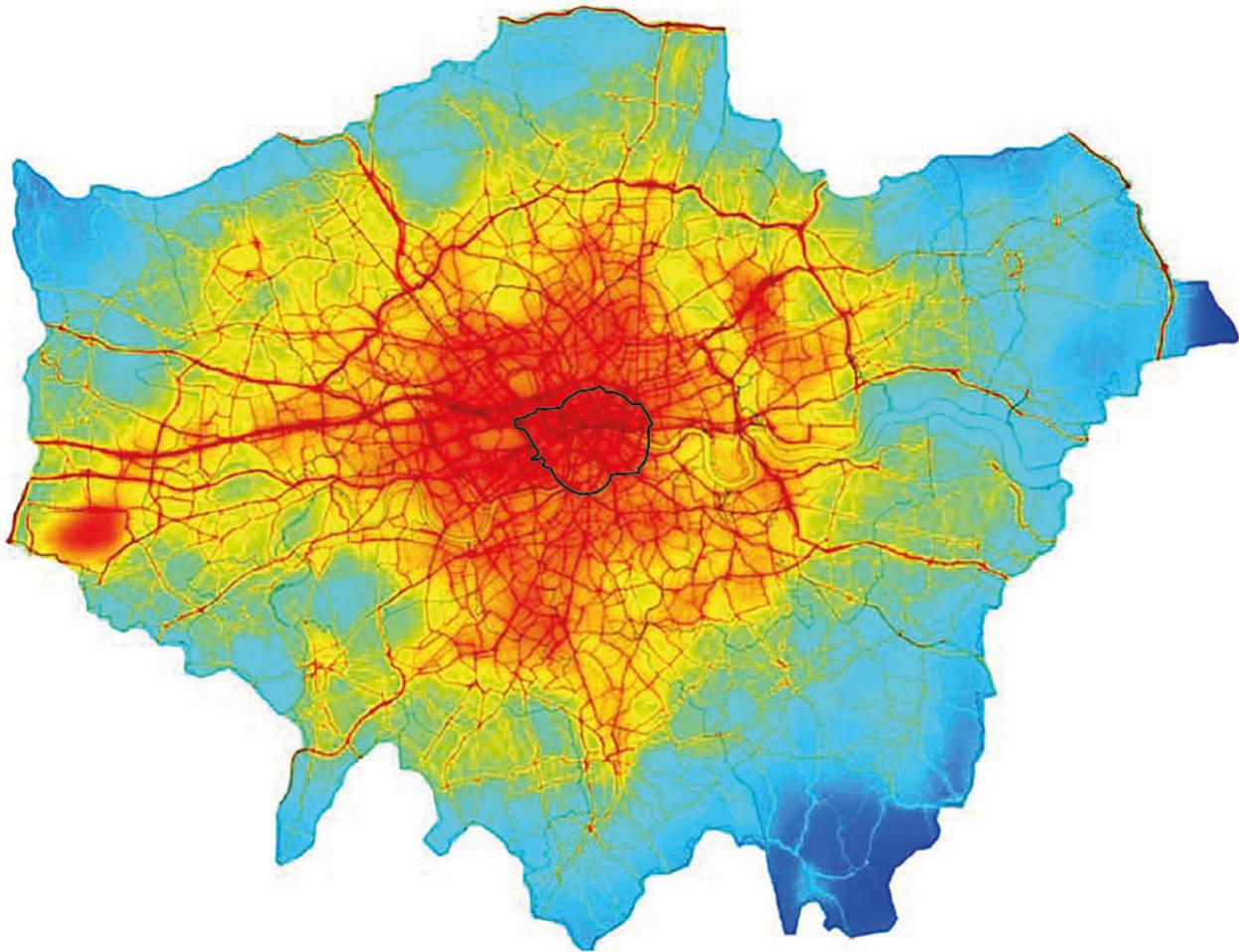


Fig. 3 An extract adapted from a news article on the London congestion charge, published in 2018

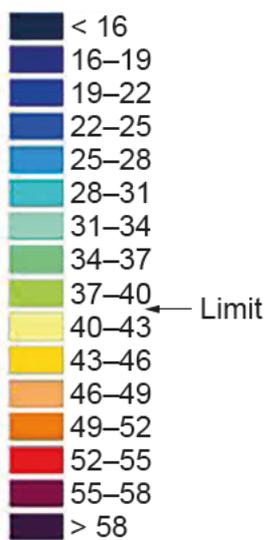
It has been 15 years since London's congestion charge was introduced to reduce congestion, improve bus services, make journey times more consistent for drivers and increase efficiency for those distributing goods and services throughout the city.

In 2006, Transport for London reported that the charge reduced traffic by 15 per cent and congestion – the extra time a trip would take because of traffic – by 30 per cent. This effect has continued. Traffic volumes in the charging zone are now nearly a quarter lower than a decade ago, allowing central London road space to be given over to cyclists and pedestrians.

Fig. 4 Air pollution in London in the form of nitrous oxide in 2003, before the congestion charge was introduced



NO₂ (micrograms per cubic metre)



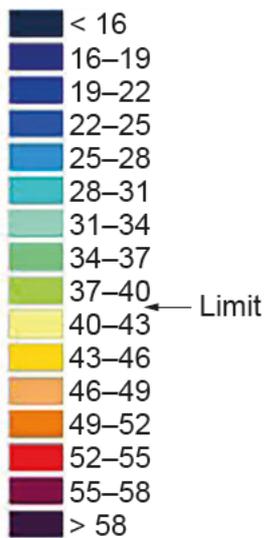
Key:

London congestion charge zone

Fig. 5 Air pollution in London in the form of nitrous oxide in 2016, after the congestion charge was introduced

Link to material: https://i2.wp.com/metro.co.uk/wp-content/uploads/2019/05/LAEI2016_NO2_AnnualMean_2016_GreaterLondon_LARGE-2f24.jpg?quality=90&strip=all&zoom=1&resize=644%2C454&ssl=1 Item removed due to third party copyright restrictions.

NO₂ (micrograms per cubic metre)



Key:

— London congestion charge zone

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