

Question 22 (14 marks)

(a) What makes New York City a world city?

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In your answer, refer to Sources H, I, J and K from the Stimulus Booklet.

New York can be classified as a world city because it exerts significant, worldwide economic and cultural influences. It houses the headquarters of TNC's such as Verizon (as seen in ~~fig~~ source H), along with the presence of the New York Stock Exchange, which possesses a capitalisation of \$14.7 billion. Its cultural significance cannot be understated either, as it assists in the propagation of the western culture (see source I), and trends which originate in New York can be seen globally on a daily basis.

(b) How might the culture of place in a large city be influenced by large numbers of tourists?

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The culture of place in a large city can be significantly influenced by large numbers of tourists. Tourists perpetuate the culture of ~~the~~ their origin, as seen in New York, ~~which~~ which is an ~~incredibly~~ incredibly multicultural city of ~~8.5~~ 8.5 million people. This multiculturalism is evidently the result of tourism (among other things), as tourists have catalysed the spread of their culture around the world, and such effects are ostensibly present in New York. Since its designation as a world ~~city~~ city in 1950 (the first world city), New York's culture of place has changed from a distinctly American one, to one which exhibits the characteristics of a multitude of cultures, and this is demonstrated by the presence of European architecture, food from around the world, and the prevalence of ~~the~~ ~~the~~ tourists in the city.

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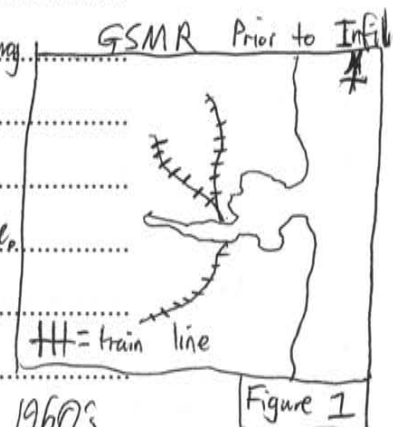
Question 22 (continued)

- (c) How do population growth and associated urban sprawl affect the provision of both social services and infrastructure? Refer to a large city you have studied. 6

Population growth and associated urban sprawl significantly affects the provision of both said ~~services~~ services and infrastructure, and this is exemplified in the city of Sydney. Sydney's population growth reached a peak following World War II ~~and~~ with the "baby boomers", and this served to foreground the rapid development of the city of Sydney. With this population growth came the desire to lead the archetypal ~~suburban~~ suburban lifestyle, which resulted in significant urban sprawl in the following years. This sprawl was primarily facilitated by the train lines, which were the only readily available, effective transportation system at the time.

See figure 1 →

Thus, the sprawl was most evident adjacent to train lines. In the following years, and the availability and affordability of cars in the 1960's, infilling began to occur. The process in which the train lines seen extending north, south and west in Figure 1 became much less of a factor in determining the location of residential land. At this point in time, the urban sprawl in Sydney was ~~becoming~~ becoming a problem, as the government realised the superfluous cost of providing social services and basic infrastructure to these newly ~~established~~ established municipalities. Such infrastructure was ~~subsequently~~ consequently deemed inadequate in ~~the~~ comparison to that in closer proximity to the CBD, and urban sprawl began to slow down.



End of Question 22