

Section 1:

#1 Strengths: Your introduction presents a clear position statement about converting roads into car-free zones. You effectively introduce your three main arguments (environmental, health, and community benefits).

Repetition and transition → Your first body paragraph repeats "Firstly, urban areas should convert more roads into car-free zones, prioritizing pedestrians and cyclists" which echoes your thesis statement too closely. This creates redundancy rather than building on your argument. The transition between supporting evidence lacks smoothness.

To strengthen your argument, consider: "Copenhagen's transformation of urban roads demonstrates the environmental benefits of car-free zones, with a 42% reduction in carbon emissions while simultaneously boosting retail revenue by 30% in pedestrianised areas."

#2 Strengths: Your use of expert testimony from Dr. Elana Mikhailova adds credibility to your health argument. You've included specific pollutants (nitric oxide and black carbon) that contribute to asthma.

Narrative consistency → The paragraph shifts abruptly between the doctor's perspective and statistical information about asthma rates. The narrative flow is interrupted by asking "Why is this?" which breaks the cohesive development of your evidence.

Consider restructuring for clarity: "Dr. Elana Mikhailova, a leading urban respiratory specialist, witnesses firsthand the impact of vehicular pollution on children with asthma. This correlates with higher asthma rates and deaths in urban areas compared to suburban or rural regions, largely due to environmental pollutants like nitric oxide and black carbon released from cars."

#3 Strengths: You provide a concrete example with Barcelona's 'superblocks' implementation. You connect car dependence to life satisfaction with a specific threshold (50%).

Clarity in cause-effect relationship → The connection between car-free zones and happiness isn't fully developed. The question "Why are we suddenly so happy?" interrupts the flow rather than strengthening your point about the threshold effect on life satisfaction.

For stronger impact: "Barcelona's 'superblocks' implementation demonstrates the social benefits of car-free zones. In these nine-block areas where traffic is restricted to residents only, children now play freely where once they struggled with respiratory issues. Research confirms this improved wellbeing, showing that using cars for more than 50% of out-of-home activities actually lowers life satisfaction."

■ Your piece presents compelling arguments for car-free zones with good supporting evidence, but needs stronger connections between ideas. Try to make each paragraph flow more naturally from one point to the next. Also, work on varying your sentence structures to avoid repetitive patterns, especially at the beginning of paragraphs. You could strengthen your argument by explaining more clearly how the evidence directly supports your main points. For instance, when mentioning Copenhagen's carbon reduction, directly link this to your argument about environmental benefits. Additionally, consider expanding on the "threshold effect" of car dependence to show readers exactly how car-free zones improve community happiness. Your conclusion effectively summarises your main points, but could be stronger by adding a memorable final thought or call to action that inspires readers to support car-free zones in their own communities.

Score: 40/50

Section 2:

I firmly believe that urban areas should convert more roads into car-free zones. It is of crucial matter that we cut global emissions and ~~encourage~~ [encourage] climate action, even if it's a small step like walking or cycling. People with asthma will be ~~caused irritation~~ [experience irritation] from the particles cars release, and will therefore benefit from the removal of some cars. In addition, communities will be happier and satisfied, instead of gloomy and monotonous.

~~#1 Firstly, urban areas should convert more roads into car-free zones, prioritizing pedestrians and cyclists, as it will cut carbon emissions.~~ [Urban areas converting roads into car-free zones will significantly reduce carbon emissions while prioritising pedestrians and cyclists.] Copenhagen's transformation of 33% of its central roads into pedestrian zones has reduced carbon emissions by 42% while increasing retail revenue by 30% in those areas. With rising global temperatures, walking and cycling ~~has~~ [have] become more common and accessible, in hopes of changing local climatic conditions. Having more pedestrians and cyclists is crucial in order to avoid increased uptake and use of vehicles. Improving the convenience of walking and cycling means that citizens continue their healthy, safe and carbon-free mobility.

~~#2 Secondly, urban areas should convert more roads into car-free zones, prioritizing pedestrians and cyclists, as it prevent illness in patients of critical care.~~ [Converting more roads into car-free zones prevents serious illness, particularly for vulnerable populations.] Dr Elana Mikhailova, leading urban ~~respiratory~~ [respiratory] specialist, walks ~~through~~ [through] hospital wards filled ~~with~~ [with] children wheezing from asthma attacks triggered by vehicular pollution, their small bodies fighting for each breath. Asthma is common in urban areas. The rate of and deaths among children with asthma in urban areas is higher than suburban or rural areas. Why is this? People living in urban areas face environmental allergens and irritants that trigger asthma, such as nitric oxide and black carbon, which ~~is~~ [are] released from cars.

~~#3 Finally, urban areas should convert more roads into car-free zones, prioritizing pedestrians and cyclists, will support communities with happiness and fulfillment.~~ [Finally, car-free zones support community happiness and fulfilment by creating more liveable urban spaces.] When Barcelona implemented its 'superblocks'- nine ~~hour~~ [city] block areas where traffic is restricted to residents only- the transformation was nothing short of revelatory. Where once children clutched inhalers with white-knuckled grips, they now play freely, their laughter replacing honking horns and the revving of engines. Why are we suddenly so happy? Because there is a threshold effect of car dependence on life satisfaction. Using a car for over 50% of out-of-home activities lowers life satisfaction, and we could fix that.

In conclusion, a future with much lower traffic will bring many additional benefits for medical, social, and environmental sustainability. Asthma attacks will be uncommon, climate change impacts will be reduced, and we will get to live in a more beautiful and relaxing world.