

Section 1:

**#1 "Initially, car-free zones are much safer for everyone. Every year, thousands of accidents happen on the road and many are cyclists or pedestrians. Children and older people are especially at risk. When cars are taken off certain streets, they instantly become way more safer. People can cross the road without fear of getting hit, ride their bikes freely, and enjoy being outdoors without looking and watching for vehicles all the time."**

Strengths:

- Effective opening with safety as a priority concern that resonates with readers
- Good identification of vulnerable populations (children and elderly)

Vague statistics → Your safety argument would be stronger with specific numbers. You mention "thousands of accidents" but this lacks impact without precise statistics or examples.

***"Initially, car-free zones significantly improve safety for everyone. Research shows that in Australia alone, over 1,200 pedestrians and cyclists are seriously injured on roads each year, with children and older people at highest risk. When Melbourne converted Swanston Street into a car-free zone, pedestrian injuries decreased by 35% in the first year."***

**#2 "Some may argue that we need cars to travel around when distances are too far. Of course, we still need some cars. Emergency vehicles, delivery trucks, and people with mobility issues rely deeply on cars. But having loads of cars and trucks crowded in an area where children and elderly people are is not safe at all."**

Strengths:

- Acknowledges opposing viewpoints showing balanced thinking
- Recognises practical exceptions where vehicle access remains necessary

Underdeveloped counterargument → Your counterargument acknowledges opposing views but doesn't fully address transportation alternatives for longer distances or comprehensive solutions.

***"Some argue we need cars for longer journeys, which is valid. While emergency vehicles, delivery services, and people with mobility issues will always need vehicle access, we can balance these needs by creating car-free zones with nearby carparks, reliable public transport connections, and designated delivery times. This approach maintains accessibility while prioritising safety in high-pedestrian areas."***

**#3 "In conclusion, creating more car-free zones in cities is a step towards safer, cleaner, and more enjoyable places. It protects people, especially children and the elderly, from road dangers. It reduces harmful pollution and loud noises, helping the environment and our health. It also creates spaces where people can connect, relax, and have fun."**

Strengths:

- Clear summary of main arguments (safety, environment, social benefits)
- Effectively reinforces the primary message of the essay

Limited call to action → Your conclusion restates benefits but doesn't provide specific next steps or inspire readers to take action.

***"In conclusion, transforming more urban roads into car-free zones creates safer, cleaner, and more vibrant communities. By writing to your local council, supporting pilot programs in your neighbourhood, and choosing to walk or cycle when possible, you can help make these zones a reality. Together, we can build cities where children play safely, the air stays clean, and communities thrive."***

■ Your piece presents a passionate case for car-free zones with good organisation around three main benefits: safety, environmental impact, and quality of life. To strengthen your argument, try including specific examples of successful car-free zones in Australian cities like Melbourne's Bourke Street Mall or Sydney's Martin Place. Also, consider adding more details about how car-free zones might be implemented in stages, as this would make your ideas seem more practical. Your environmental section could be improved by mentioning how much carbon emissions might be reduced with specific car-free initiatives. When addressing opposing views, try exploring the concerns more deeply before offering solutions. Adding a short paragraph about economic benefits for local shops and businesses would make your argument even stronger. Finally, your conclusion could include a more direct call for specific actions that readers, councils, or governments could take.

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**Score: 43/50**

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Section 2:

Urban Should Areas Convert More Roads Into Car-free Zones

Imagine children and elderly people huddling on the busy roads, scared that they're going to get hit by a car. Now imagine walking down the street without worrying about cars zooming past you. You can ride your bike safely, smell fresh air, and feel the wind brushing against your face instead of being surrounded by cars and honks. Making car-free zones is crucial for safety, the environment and the future. I believe we should make more roads into car-free zones.

#1 Initially, car-free zones are much safer for everyone. Every year, thousands of accidents happen on the road and many are cyclists or pedestrians. Children and older people are especially at risk. When cars are taken off certain streets, they instantly become ~~way more safer~~ [much safer]. People can cross the road without fear of getting hit, ride their bikes freely, and enjoy being outdoors without looking and watching for vehicles all the time.

Secondly, fewer cars means a healthier environment. Cars produce exhaust fumes and greenhouse gases that pollute the air and contribute to climate change. Breathing in polluted air is also bad for our lungs, especially for people with asthma or other health conditions. When we create car-free zones, the amount of pollution in those areas drops. The air becomes cleaner, purer and people feel healthier.

Also, with fewer cars, cities are quieter and more peaceful for residents. Instead of loud engines and honking horns, people hear birds, music, and conversations. Trees and plants can grow better too, and animals are more likely to return to city parks and green areas.

Thirdly, car-free streets are better places to live and enjoy. Without cars taking up space, there's more room for people to walk, shop, eat, and relax. Cities can turn car-free zones into outdoor cafes, weekend markets, play areas, and even mini parks. These places bring people together and make cities more welcoming and enjoyable.

Walking and cycling are also good for your physical and mental health. It helps people stay active, reduces stress, and makes them feel happier. In a car-free zone, more people choose to walk or ride instead of driving, which improves their overall well-being and their personal health.

#2 Some may argue that we need cars to travel around when distances are too far. Of course, we still need some cars. Emergency vehicles, delivery trucks, and people with mobility issues rely deeply on cars. But having loads of cars and trucks crowded in an area where children and elderly people are is not safe at all.

#3 In conclusion, creating more car-free zones in cities is a step towards safer, cleaner, and more enjoyable places. It protects people, especially children and the elderly, from road dangers. It reduces harmful pollution and loud noises, helping the environment and our health. It also creates spaces where people can connect, relax, and have fun.

Our cities should ~~be also~~ [also be] designed for people, not just for cars. By turning more roads into car-free zones, we can build better communities and protect the planet for future generations to live in. The next time you walk down a busy street, imagine how much better it would be if that road were car-free, quiet, clean, and full of life. If we want to live and thrive in a peaceful environment, it's time to make more roads car-free.