

## Section 1:

#1 Strengths: Your opening paragraph effectively establishes the contrast between polluted Dhaka and pedestrian-friendly Sydney, creating a compelling visual introduction to your argument. Your description of the "dark grey clouds of stink" is vivid and immediately captures the reader's attention.

Weakness: Underdeveloped transition between examples and thesis → Your final sentence in the introduction contains multiple themes (air pollution, noise contamination, light adulteration) but doesn't clearly explain how these connect to your main argument about pedestrian-friendly spaces. You mention "We must fix our smoke-wreathed world" without specifically stating how this relates to creating pedestrian-friendly environments. The phrase "more welcoming to the public" doesn't fully clarify your position on whether urban spaces should prioritise cars or people.

Exemplar: ***We must transform our smoke-wreathed cities into healthier environments by prioritising pedestrian-friendly spaces over vehicle-dominated roads, creating urban areas that are environmentally sustainable and genuinely designed for people rather than cars.***

#2 Strengths: Your second paragraph effectively uses statistics about asthma deaths and air pollution to support your argument. The inclusion of a quote from Dr Linden Ashcroft adds credibility to your position and connects human health with environmental concerns.

Weakness: Limited connection to the main argument → While you present compelling statistics about air pollution and health impacts, you don't clearly explain how these issues directly relate to car-centric urban design until the final sentence. The paragraph contains valuable information but lacks a clear topic sentence that would help readers understand how these health statistics specifically support creating pedestrian-friendly spaces. The connection between air pollution and vehicles needs stronger emphasis throughout the paragraph.

Exemplar: ***The shift from car-dominated cities to pedestrian-friendly spaces would significantly reduce the 2,600 annual Australian deaths caused by human-generated air pollution, as vehicles are one of the primary sources of urban air contaminants that trigger asthma attacks and respiratory conditions.***

#3 Strengths: Your third paragraph effectively highlights the health benefits of walking and explains how pedestrian-friendly areas encourage more physical activity. The comparison between walking distances (3-5km) and driving distances (33.2km) provides a useful context for your argument.

Weakness: Imprecise source citation → You mention a study by the "Lionel University of California" without providing specific details about which campus or department conducted the research. This vagueness reduces the credibility of your statistics. Additionally, the paragraph doesn't address potential

counterarguments about why people might prefer driving over walking, which would strengthen your position by acknowledging and refuting opposing viewpoints.

Exemplar: *According to a 2020 study from the University of California, Los Angeles (UCLA), converting car-dominated streets to pedestrian zones increases walking and cycling rates by 30-40%, directly addressing our society's physical inactivity crisis that contributes to rising obesity and heart disease rates.*

■ Your piece makes a persuasive case for pedestrian-friendly urban spaces by addressing health, exercise, and aesthetic benefits. To strengthen your argument, consider adding specific examples of successful pedestrian zones beyond just Sydney's George Street. You could improve the fourth paragraph by including concrete examples of colourful, people-centred urban designs from around Australia or internationally. Additionally, your conclusion would be more powerful if you included specific actions that local councils or governments could take, rather than just suggesting individual actions like planting a window box. Your piece would also benefit from addressing common objections to pedestrian zones, such as concerns about access for people with mobility issues or businesses worried about customer parking. This would show you've considered multiple perspectives and strengthen your overall position. Try to maintain a consistent focus throughout on the central question posed in your title: are urban spaces primarily for cars or for people?

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**Mark = 44/50**

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Section 2:

Urban – For Cars or For People?

#1 Dark grey clouds of stink wrap around Dhaka – what once was green and clear has now become a massive stink and smoke bomb. It used to be a harmonious community centred around the Buriganga River but now has become so polluted the sky isn't blue anymore. Meanwhile, on the other side of the world in Australia, Sydney's George Street is shared with pedestrians and bikers, the sky the clearest cerulean blue and the air quality is like the most transparent crystal. Vehicles circle beyond the pedestrian-friendly environment and ~~opens~~ [open] over 20,000 square metres of roadway into inviting public spaces. All over the world, people suffer from air pollution, noise contamination and light adulteration. ~~We must fix our smoke-wreathed world into a place where it healthy, environmentally friendly, and more welcoming to the public.~~ [We must transform our smoke-wreathed world into a place that is healthy, environmentally friendly, and designed primarily for people rather than vehicles.]

#2 First, 467 people die of asthma annually – especially when they're exposed to terrible air quality and excessive smoke or lung-blocking substances. A 2020 study conducted by the Curtin University revealed that 2,600 Australians die each year due to human-caused air pollution. "As the world warms, the plants, and animals we share it with suffer. Just like us." ~~Quotes~~ [quotes] Doctor Linden Ashcroft as

he strolls through the University of Melbourne's gardens, gazing at the sky. 99% of the world's population ~~where~~ [live where] air pollution levels exceed World Health Organisation (WHO) guidelines. Every percentage of this number is one more person coughing from extreme smoke exposure, the hundreds upon thousands of lung cancer patients and those who suffer in terrible air conditions. When we implement pedestrian-friendly spaces, we also consider the general public's health.

#3 Subsequently, the pedestrian-friendly areas will encourage travelling on foot, bike, jogging and many more. This will also discourage cars and mass producers of carbon dioxide in that area. A 2020 study conducted by the Lionel University of California stated that only 12% of travel occurs by bike or foot (only 1% by bike). Additionally, the study also showed that there are many benefits of walking, such as lowered risk of heart attack, improved mood, more controllable blood pressure, increased strength, lower stress levels, mental health benefits and more. The average person only walks 3-5 kilometres per day. Meanwhile when we drive, we can gladly drive 33.2km without complaint. If we implement more pedestrian-friendly spaces, the amount of exercise an individual does every day will be doubled, perhaps tripled, whether walking your dog or having a nice nighttime stroll.

Most of the world lives in a dull, grey, lifeless world. The world has slowly been losing its colour, not only because of eye whites yellowing, but also because companies, houses, and the places around us have started using monochrome hues. It not only looks displeasing but also harms our mental health in the long term. This revelation was introduced by the Medium, which uncovered that 60% of the world has objects, items and materials that are either black, grey, or white. However, even the smallest change in our boring urban cities, perhaps by even adding a couple more flowerbeds, will significantly appeal to ~~passerby~~ [passers-by] more. By including some garden areas, public footpaths, fountains and drawings, the streets will be transformed into a welcoming public space for everybody.

Therefore, if we just implement one area of pedestrian-friendly space, we will invite more people to exercise and stay healthy, help asthmatics, reduce lung cancer rates, and make more of the world colourful and inviting – even if it's just 90 square metres at a time. Next time you go out in your car, maybe ride a bike instead. Or if you're sick of looking at the grey-and-white apartment next door – try planting a window box. Even one little decision can make a massive difference later on.