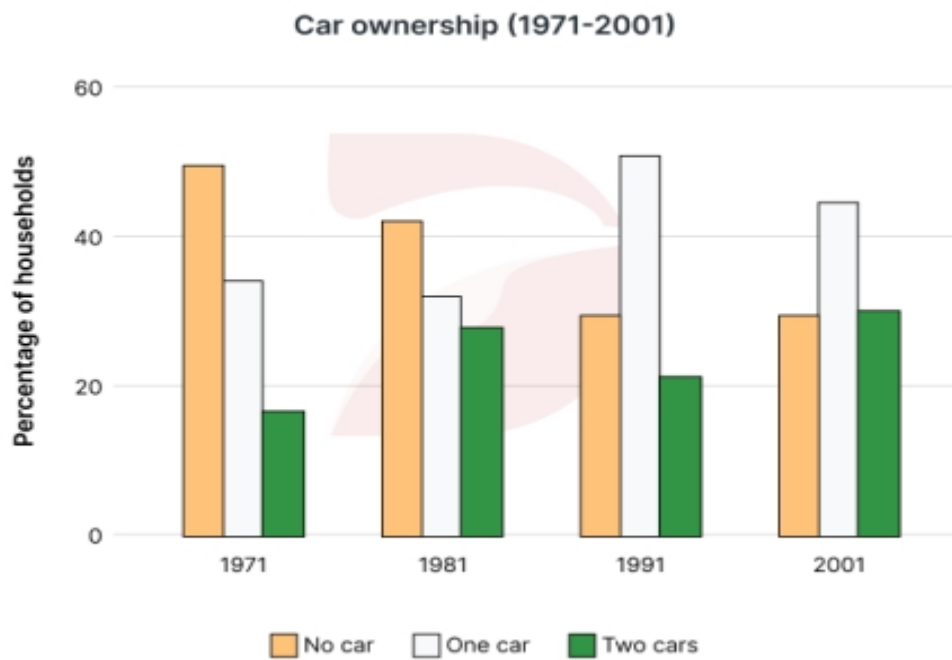


Task 1: Bar Chart

Subject: The chart below shows the changes in the percentage of households with cars in one European country between 1971 and 2001.



Model Answer #1

Response:

The bar chart illustrates the percentage of households with no car, one car, and two cars in a European country between 1971 and 2001.

Overall, the percentage of households without a car consistently declined over the years, while the percentage of families owning one or two cars progressively increased. Notably, the most noticeable rise was recorded in households with one car, which gradually became the predominant category from 1991 onwards.

In 1971, nearly 50% of households did not own a car, making it the most common category. However, this figure gradually declined to around 40% in 1981, then dropped significantly to approximately 30% in 1991 and remained at this level in 2001. Meanwhile, the percentage of households with one car started at about 35% in 1971 and increased steadily, exceeding the no-car category in 1991, reaching its peak at nearly 50%.

The percentage of households with two cars was the lowest in 1971, standing at around 15%. This figure increased gradually over time, reaching just above 20% in 1981 and maintaining this trend, surpassing 25% in 2001.

Evaluation:

Overall Band Score: 9

Task Response (9): Excellent response to the task. All key features are accurately described

Coherence & Cohesion (9): The report is exceptionally well-organized and easy to follow. The flow of information is natural and logical

Lexical Resource (9): A wide range of sophisticated vocabulary is used accurately and appropriately

Grammatical Range & Accuracy (9): The grammar is flawless. A wide range of structures is used with complete accuracy and fluency

Model Answer #2

Response:

The chart presents a longitudinal analysis of car ownership among households in a European country, spanning three decades from 1971 to 2001.

Overall, the data reveals a notable decline in the percentage of households without a car over the given period, while the proportion of families with two cars experienced a significant increase by 2001.

In 1971, the majority of households (47%) did not own a car, while 44% had one car and a mere 9% possessed two cars. The following decade, in 1981, saw a slight reduction in the percentage of car-free households to 43%, accompanied by a marginal increase in the proportion of single-car households to 45%. Conversely, the share of households owning two cars rose to 12%. This upward trend in multi-car ownership continued into 1991, when households without a car plummeted to 29%, with single-car ownership rising significantly to 52%, and those with two cars reaching 19%. This indicates a clear transition towards greater car ownership during these years.

By 2001, the data indicated a further shift in car ownership dynamics. The percentage of households without a car stabilized at 30%, while the proportion of families owning one car decreased to 45%. Notably, the segment of households possessing two cars surged to 25%, marking a clear trend towards multiple car ownership in the final year surveyed. This culminates in the observation that, by 2001, households with one car had become predominant, reflecting a change in mobility preferences and perhaps an increase in socioeconomic factors favoring car ownership.

Evaluation:

Overall Band Score: 9

Task Response (9): Excellent response to the task. All main features are accurately described and compared.

Coherence & Cohesion (9): The report is exceptionally well-organized and easy to follow. The flow of information is natural and logical.

Lexical Resource (8.5): A wide range of sophisticated vocabulary is used accurately and appropriately. The language is precise and effective.

Grammatical Range & Accuracy (9): The grammar is flawless. A wide range of grammatical structures is used with complete accuracy and fluency.

Model Answer #3

Response:

The bar chart illustrates the changes in car ownership among households in a European country over the course of 30 years, from 1971 to 2001.

Overall, car ownership exhibited an upward trend over the 30-year period, with the percentage of households without a vehicle declining steadily, while the proportions of households in possession of one or two cars both saw significant increases. By the end of the tracking period, households with a single car became the most prevalent.

In 1971, approximately 48% of households did not own a car, while around 35% owned one, making it the second most common category. Households with two cars were in the minority, at below 20%. This distribution indicates that not owning a car was the norm in 1971, with nearly half of the households falling into this category.

Over the following decades, the figure for carless households registered a noticeable fall, ending at roughly 30% in 2001. Conversely, single-car households witnessed a general increase, peaking at nearly 50% in 1991 before falling to approximately 45% after 10 years. Despite some variations, dual-car ownership experienced a rise in popularity, with roughly 30% of households possessing a pair of vehicles at the end of the period.

Evaluation:

Overall Band Score: 9

Task Response (9): Excellent response to the task. All key features are identified and compared appropriately.

Coherence & Cohesion (9): The report is very well-structured and easy to follow. The information is presented logically and coherently.

Lexical Resource (9): A wide range of vocabulary is used accurately and appropriately. The language is sophisticated and natural.

Grammatical Range & Accuracy (9): The report demonstrates a wide range of grammatical structures with complete accuracy and fluency.

Model Answer #4

Response:

The bar chart compares the percentage of households owning no car, one car, and two cars in a European country between 1971 and 2001.

Overall, the percentage of households with no car decreased significantly over the period, while the proportion of those with one car increased markedly. Additionally, two-car ownership showed a moderate increase.

Initially, in 1971, 50% of households did not own a car. This figure declined steadily over the years and stabilized at 30% by 2001. In contrast, the percentage of households with one car began at approximately 45%, which was slightly lower than those without a car. This percentage rose sharply to peak at 50% in 1991, before experiencing a slight decline to around 42% by the end of the period.

Furthermore, the proportion of households owning two cars showed some fluctuations. It started at around 12% in 1971 and increased steadily, reaching over 30% by 2001. This trend indicates a growing preference for multiple car ownership among European families over the 30-year period.

Evaluation:

Overall Band Score: 9

Task Response (9): The report accurately summarizes the main features of the chart, making relevant comparisons and highlighting the significant changes in car ownership over the 30-year period.

Coherence & Cohesion (9): The report is extremely well-organized and easy to follow, with cohesive linking between sentences and paragraphs, making it effortless to understand.

Lexical Resource (9): The report showcases a wide range of vocabulary, using precise and sophisticated language to describe the trends and changes in car ownership, with very natural control of lexical features.

Grammatical Range & Accuracy (9): The report demonstrates a wide range of grammatical structures, used with full flexibility and control, with accurate and appropriate use of punctuation throughout.

Model Answer #5

Response:

The bar chart illustrates the percentage of households with no car, one car, and two cars in a European country between 1971 and 2001.

Overall, the percentage of households without a car consistently declined over the years, while the percentage of families owning one or two cars progressively increased. Notably, the most noticeable rise was recorded in households with one car, which gradually became the predominant category from 1991 onwards.

In 1971, nearly 50% of households did not own a car, making it the most common category. However, this figure gradually declined to around 40% in 1981, then dropped significantly to approximately 30% in 1991 and remained at this level in 2001. Meanwhile, the percentage of households with one car started at about 35% in 1971 and increased steadily, exceeding the no-car category in 1991, reaching its peak at nearly 50%.

The percentage of households with two cars was the lowest in 1971, standing at around 15%. This figure increased gradually over time, reaching just above 20% in 1981 and maintaining this trend, surpassing 25% in 2001.

Evaluation:

Overall Band Score: 9

Task Response (9): Excellent response to the task. All key features are accurately described

Coherence & Cohesion (9): The report is exceptionally well-organized and easy to follow. The flow of information is natural and logical

Lexical Resource (9): A wide range of sophisticated vocabulary is used accurately and appropriately

Grammatical Range & Accuracy (9): The grammar is flawless. A wide range of structures is used with complete accuracy and fluency

Model Answer #6

Response:

The chart presents a longitudinal analysis of car ownership among households in a European country, spanning three decades from 1971 to 2001.

Overall, the data reveals a notable decline in the percentage of households without a car over the given period, while the proportion of families with two cars experienced a significant increase by 2001.

In 1971, the majority of households (47%) did not own a car, while 44% had one car and a mere 9% possessed two cars. The following decade, in 1981, saw a slight reduction in the percentage of car-free households to 43%, accompanied by a marginal increase in the proportion of single-car households to 45%. Conversely, the share of households owning two cars rose to 12%. This upward trend in multi-car ownership continued into 1991, when households without a car plummeted to 29%, with single-car ownership rising significantly to 52%, and those with two cars reaching 19%. This indicates a clear transition towards greater car ownership during these years.

By 2001, the data indicated a further shift in car ownership dynamics. The percentage of households without a car stabilized at 30%, while the proportion of families owning one car decreased to 45%. Notably, the segment of households possessing two cars surged to 25%, marking a clear trend towards multiple car ownership in the final year surveyed. This culminates in the observation that, by 2001, households with one car had become predominant, reflecting a change in mobility preferences and perhaps an increase in socioeconomic factors favoring car ownership.

Evaluation:

Overall Band Score: 9

Task Response (9): Excellent response to the task. All main features are accurately described and compared.

Coherence & Cohesion (9): The report is exceptionally well-organized and easy to follow. The flow of information is natural and logical.

Lexical Resource (8.5): A wide range of sophisticated vocabulary is used accurately and appropriately. The language is precise and effective.

Grammatical Range & Accuracy (9): The grammar is flawless. A wide range of grammatical structures is used with complete accuracy and fluency.

Model Answer #7

Response:

The bar chart illustrates the changes in car ownership among households in a European country over the course of 30 years, from 1971 to 2001.

Overall, car ownership exhibited an upward trend over the 30-year period, with the percentage of households without a vehicle declining steadily, while the proportions of households in possession of one or two cars both saw significant increases. By the end of the tracking period, households with a single car became the most prevalent.

In 1971, approximately 48% of households did not own a car, while around 35% owned one, making it the second most common category. Households with two cars were in the minority, at below 20%. This distribution indicates that not owning a car was the norm in 1971, with nearly half of the households falling into this category.

Over the following decades, the figure for carless households registered a noticeable fall, ending at roughly 30% in 2001. Conversely, single-car households witnessed a general increase, peaking at nearly 50% in 1991 before falling to approximately 45% after 10 years. Despite some variations, dual-car ownership experienced a rise in popularity, with roughly 30% of households possessing a pair of vehicles at the end of the period.

Evaluation:

Overall Band Score: 9

Task Response (9): Excellent response to the task. All key features are identified and compared appropriately.

Coherence & Cohesion (9): The report is very well-structured and easy to follow. The information is presented logically and coherently.

Lexical Resource (9): A wide range of vocabulary is used accurately and appropriately. The language is sophisticated and natural.

Grammatical Range & Accuracy (9): The report demonstrates a wide range of grammatical structures with complete accuracy and fluency.

Model Answer #8

Response:

The bar chart compares the percentage of households owning no car, one car, and two cars in a European country between 1971 and 2001.

Overall, the percentage of households with no car decreased significantly over the period, while the proportion of those with one car increased markedly. Additionally, two-car ownership showed a moderate increase.

Initially, in 1971, 50% of households did not own a car. This figure declined steadily over the years and stabilized at 30% by 2001. In contrast, the percentage of households with one car began at approximately 45%, which was slightly lower than those without a car. This percentage rose sharply to peak at 50% in 1991, before experiencing a slight decline to around 42% by the end of the period.

Furthermore, the proportion of households owning two cars showed some fluctuations. It started at around 12% in 1971 and increased steadily, reaching over 30% by 2001. This trend indicates a growing preference for multiple car ownership among European families over the 30-year period.

Evaluation:

Overall Band Score: 9

Task Response (9): The report accurately summarizes the main features of the chart, making relevant comparisons and highlighting the significant changes in car ownership over the 30-year period.

Coherence & Cohesion (9): The report is extremely well-organized and easy to follow, with cohesive linking between sentences and paragraphs, making it effortless to understand.

Lexical Resource (9): The report showcases a wide range of vocabulary, using precise and sophisticated language to describe the trends and changes in car ownership, with very natural control of lexical features.

Grammatical Range & Accuracy (9): The report demonstrates a wide range of grammatical structures, used with full flexibility and control, with accurate and appropriate use of punctuation throughout.