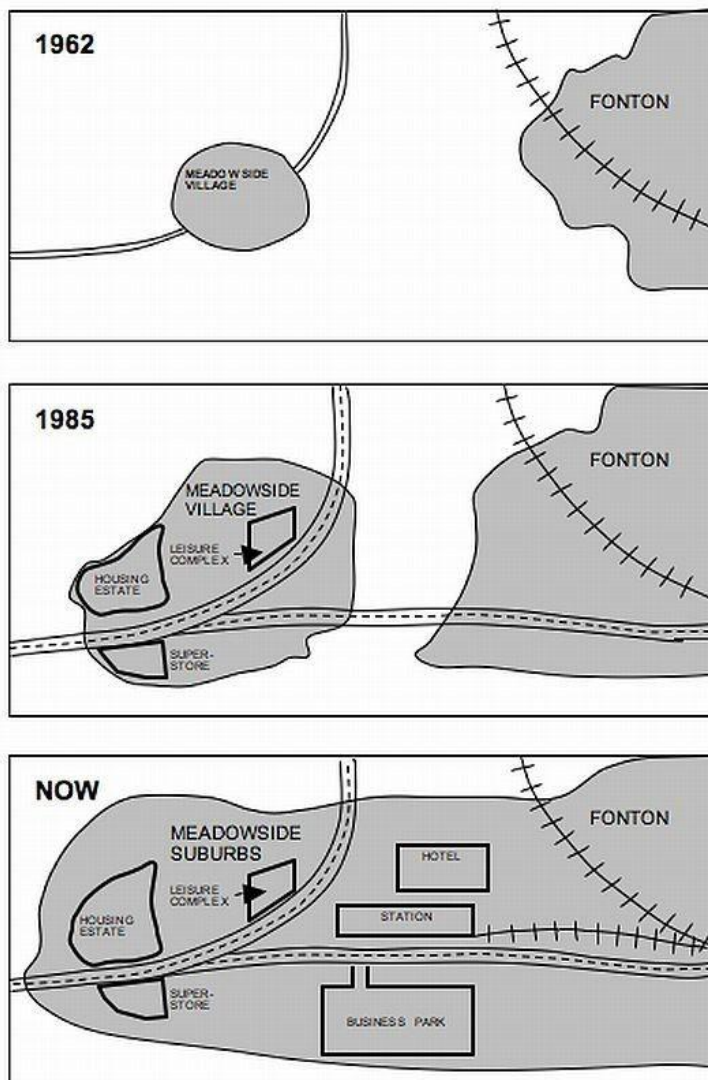


14 Task 1 Model Answers

IELTS 7 Plus

1.



The map above shows Meadowside Village and Fonton, two neighbouring regions over different time periods. Summarize and report the main features of the map.

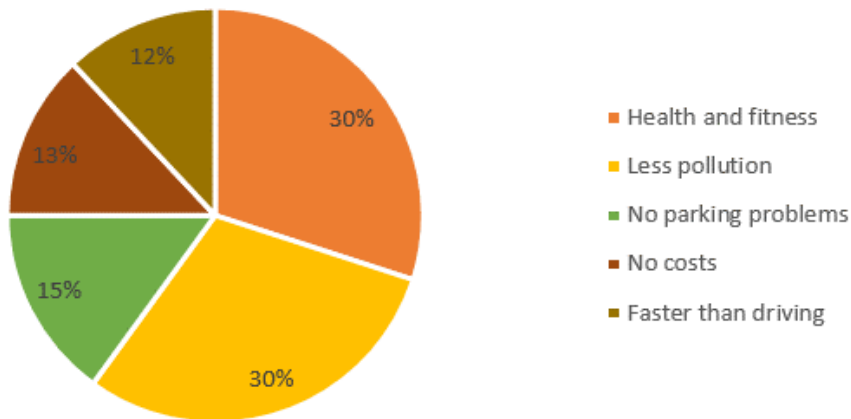
The map above displays how, over a period of time (1962, 1985 and the present), Meadowside Village has developed and grown.

Clearly, we can see from the three maps that the village has very much changed and developed over the three time periods.

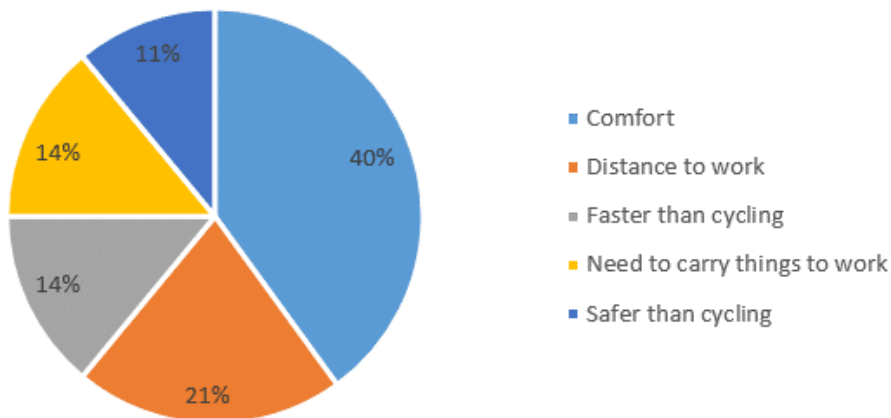
In the year 1962, Meadowside Village was just a small village located to the west of Fonton. It had a small road running through it with nothing, whatsoever, connecting it to Fonton. Fonton, on the other hand was a small town with just a railway track running through it. By the year 1985, a few changes were observed in terms of geographical expansion of both Meadowside Village and Fonton. The old road in Meadowside Village was reconstructed and a new one was built connecting it to Fonton. In addition to this, a leisure complex, housing estate and super-store were also built in Meadowside Village. The only development noted in Fonton was geographical expansion towards its south.

Presently, with immense infrastructural growth and change in geographies, Meadowside Village has grown into a suburb, on the west and integrated with Fonton, on the east creating one big geographical region. Towards the central part of this region is a hotel. To the south of this hotel is a railway station. Connected to the road running from Meadowside Suburbs to Fonton, towards the south, is a business park.

Reasons for cycling to work



Reasons for driving to work



The chart above shows the reasons why people travel to work by bicycle or by car. Summarise the information by selecting and reporting the main features, and make comparisons where relevant.

The pie charts illustrate the rationales behind why people choose to go to work on a bicycle or by a car.

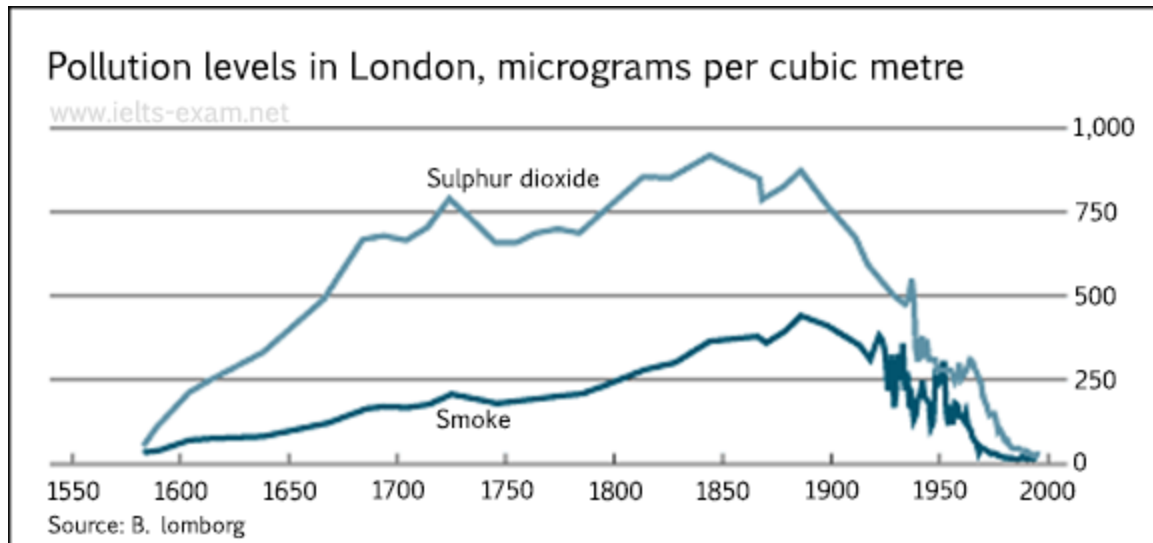
Overall, the maximum percentage of people who use bicycle to go to work do it because they are concerned about their health and about protecting the environment from pollution. In contrast, the highest percentages of people who drive to work are the ones who find it more comforting and have to cover longer distances.

The first chart displays the different reasons for people who go to work on a bicycle. A majority of people (30%) prefer cycling to work because they want to maintain their health and remain fit. An equal percentage of people (30%) cycle to work because it helps in reducing pollution. There are 15% people who commute to and from work on bicycles because they find it easier to park bicycles as compared to any other motor vehicle because bicycle takes up lesser space. 13% people experience a reduction in their overall travelling costs which is why they choose bicycle as their mode of transport to go to work. The remaining 12% find bicycle to be faster than driving as they do not have to stop due to traffic jams which is why they commute to work on bicycles.

On the other hand, 40% people prefer car over bicycle because travelling in a car is more comfortable than on a bicycle. While 21% of the total people who drive to work do it because their workplace is located at a distance from their homes, 14% people do it because driving is faster than cycling. There are another 14% people who drive to work because they need to carry things with them and cannot do that on a bicycle. The last 11% find driving to be safer than cycling.

3.

The graph below shows the pollution levels in London between 1600 and 2000. Summarise the information by selecting and reporting the main features, and make comparisons where relevant.



The line graph illustrates the changing levels of pollution due to smoke and sulphur dioxide in London between the years 1600 to 2000.

From the data provided in the graph, we can see that the trends experienced over time by both smoke and sulphur dioxide are very similar. Overall, both pollutants rise and fall in the same years.

Beginning in the year 1600, the pollution caused by smoke and sulphur dioxide was negligible after which it began to rise. Up to around the year 1720, sulphur dioxide found in the atmosphere had risen drastically, from 50 micrograms before 1600 to over 750 micrograms in 1720. Similarly, smoke also increased somewhat, from just under 50 micrograms to around 240 micrograms in 1720.

After this, the magnitude of pollution continued to increase for the most part, up until 1880. The pollution caused due to sulphur dioxide reached the maximum in the year 1850 (approximately 900 micrograms per cubic metre) while the highest amount of pollution caused by smoke was around the year 1900 (approximately 500 micrograms per cubic metre). It was only after 1900 that the levels of pollution started decreasing and reached nearly 0 by the year 2000.

The first diagram represents the life cycle of a ladybug whereas the second diagram illustrates the anatomy of the ladybug, highlighting different parts of its body.

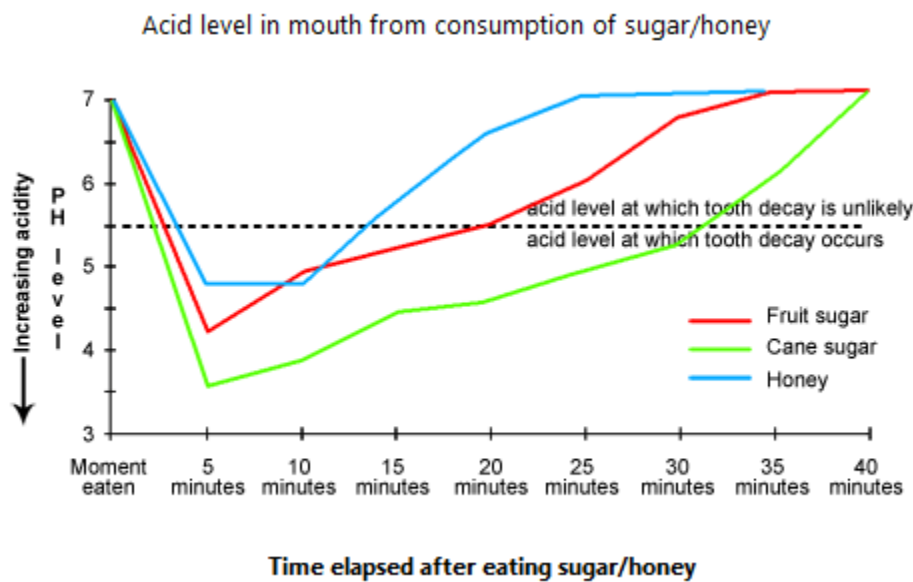
Overall, there are a total of 4 stages in the life cycle of a ladybug depicted in this diagram.

First, we begin with the eggs being laid on the lower side of the leaf. This egg stage lasts for 2-5 days and is followed by the larval stage in which the eggs grow into larvae. This stage lasts for 21 days. After this, we have the pupa stage in which the larva converts into a pupa on the underside of the leaf. This stage takes 7 days to complete which is when the pupa metamorphoses into an adult ladybug.

In the second diagram, the 8 important parts of a ladybug's body are shown. It has a head with eyes in it and antenna protruding out of it. The lady bug has bright red elytra and underneath it is the wing. The wing covers the ladybug's abdomen. Underneath the abdomen are the legs. The ladybug also has a pronotum that connects its head to the abdominal region of the body.

13.

Eating sweet foods produces acid in the mouth, which can cause tooth decay (high acid levels are measured by low pH values). Describe the information shown in the graph.



The line graph illustrates the amounts of acid produced by sweet foods (fruit sugar, cane sugar and honey) in the mouth upon consumption.

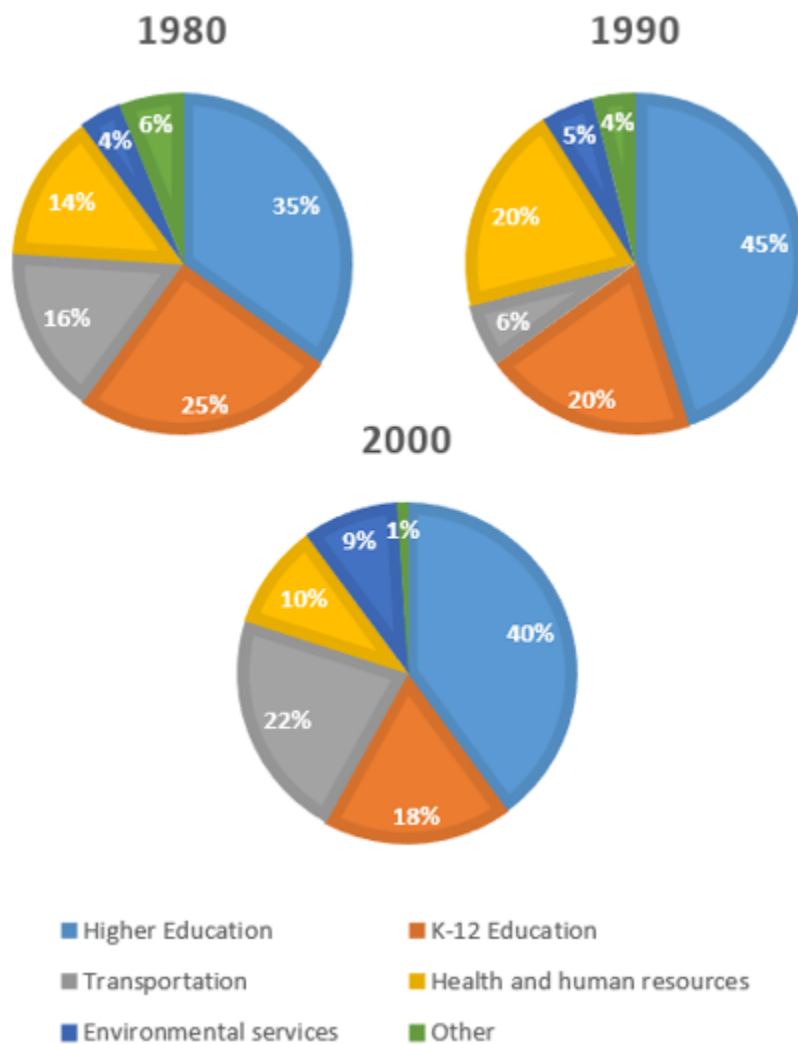
Overall, the highest level of acid is produced by cane sugar which is indicated by a low pH of 3.5.

This starts happening within 5 minutes of eating cane sugar and as more time passes, the acidic level goes on decreasing. The lowest amounts of acid levels are produced on consuming honey, 10 minutes after being eaten. The acid level is indicated by a pH of approximately 5. Fruit sugar starts producing acid of pH of 4 right after 5 minutes of eating a fruit. The acidic levels go on decreasing as more time passes after consumption.

The graph also indicates that cane sugar has the strongest ability to cause tooth decay while honey is the least likely to cause one, out of the three forms of sugar.

14.

The three pie charts below show the changes in annual spending by local authorities in Someland in 1980, 1990 and 2000. Summarise the information by selecting and reporting the main features, and make comparisons where relevant.



The pie charts illustrate the different sectors in which the locals of Someland have spent their money during 3 years, 1980, 1990 and 2000.

Overall in the year 1980, the highest expenditure (35%) by people of Someland was in higher education which increased to 45% in 1990 and reduced to 40% in 2000.

Across three years, 1980, 1990 and 2000, there was a reduction in other expenses from 6% to 4% to finally 1%. Expenditure on transport was 16% in 1980 which decreased considerably to 6% in 1990 but again increased by almost 4 times to 22% in 2000.

One notable change was the drop in expenditure in K-12 education from 25% in 1980 to 20% in 1990 and finally 18% in 2000. The expenditure on health and human resources also decreased to 10% in 2000 from 14% in 1980. The people of Someland started spending more money on environmental services as years passed. While they used to spend only 4% on these services in 1980, it increased to 5% in 1990 and to nearly double