

Marlborough Primary School Street Evaluation



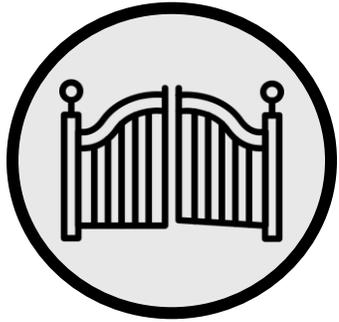
Background

Auckland Transport's School Street programme aims to make it safer and easier for children to get to and from school by reducing traffic congestion outside school gates. Marlborough Primary School in Glenfield was the first to take part, using new Reshaping Streets legislation to temporarily close the Wykeham Place cul-de-sac at the front of school entrance during pick-up and drop-off times. The changes were introduced in early 2025 in response to concerns about unsafe driver behaviour and the high volume of vehicles near the school.

GravitasOPG conducted a robust evaluation to help Auckland Transport understand how well the School Street project has worked for the school community and nearby residents. The evaluation examined whether the School Street project has improved safety, reduced congestion and encouraged more families to walk, cycle or scooter to school. These findings aim to support Auckland Transport in refining and extending the School Street programme to other schools in the future.



Objectives



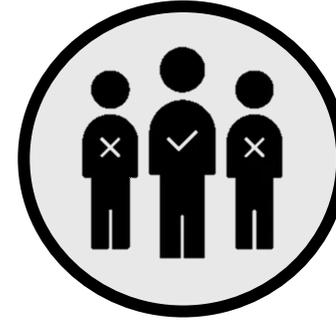
Improve safety near the school gate



Reduced vehicle congestion and illegal parking



Increase active mode travel



Understand community perceptions of the School Street project



Identify lessons and recommendations for future projects

Primary Project Objectives

Assess whether the School Street project has made the area outside the school safer for students, parents and staff, both in terms of actual incidents and how safe people feel when arriving or leaving school.

Examine whether closing the cul-de-sac at peak times has eased congestion, reduced unsafe manoeuvres and improved driver compliance near the school gate.

Secondary Project Objective

Determine whether more students are walking, cycling or scootering to and from school since the School Street project was introduced, and whether parents are more comfortable allowing their children to do so.

Research Objectives

Gather views from students, parents, staff and residents about what has worked well, what challenges remain, and how the design or operation of the School Street project could be improved.

Draw out practical insights and success factors to guide Auckland Transport in planning, implementing and evaluating future School Street projects across Auckland.

Methodology



Students Survey (N=16 class completes)

- Delivered during class time by teachers via online link
- Students were asked to raise their hand or stand up to indicate their agreement on a range of statements



Teachers Survey (N=24 completes)

- Distributed to teachers via Marlborough Primary School emailing list



Residents Survey (N=35 completes)

- Survey link provided through flyers in the local area along key roads, delivered via door knocking
- First wave of surveys received n=9 completes; second wave of intercept surveys using a condensed version of the questionnaire received n=26 completes



Parents (N=74 completes)

- Intercept surveys conducted in front of the main school gate during drop-off and pick-up times
- QR codes handed out to parents on school premises attending social event
- Online survey link emailed out via Marlborough Primary School emailing list



Senior Leadership Interviews

- 1 hour interview conducted with Marlborough Primary School Principal
- 1 hour mini-focus group conducted with two Senior Leadership staff

Summary

The School Street pilot at Marlborough Primary School has been highly successful in improving safety, reducing congestion at the school gate, and creating a calmer, more people-focused environment. Support is near-universal among school staff and parents, with more mixed, but still net-positive views among local residents. The evaluation identifies clear success factors and highlights targeted improvements required to support broader roll-out across Auckland.

School Street perceived as successful by all stakeholders:

- Overall perceptions of School Street success range from 96% (residents) to 100% (teachers).

Car remains the most common form of school transport, but there is notable interest in greater use of active modes and students travelling to school independently:

- 58% of students mostly get driven to school, while 43% of parents say car is their child's main method of transport to school in 2025.
- However, 26% of students report walking more since the School Street was introduced, and 61% are interested in using active modes more.
- More than half of parents (55%) allow their children to travel independently to school or would consider doing this.



Summary

Moderate to strong improvement in all safety measures assessed across stakeholder groups

- Teachers observed the largest improvement in all safety measures assessed, where all nine measures were now rated as being at least 85% good/very good.
- Improvements were smaller, but still strong for both resident and parent groups.

Successful ratings of School Street effectiveness for teachers, while parents are more mixed.

- Almost all teachers (94%) say that safety, traffic congestion and parking behaviour around the main school gate has become better since the introduction of the School Street.
- While 82% of parents feel safety around the main school gate has improved since implementation, perceptions of improvement are slightly lower for traffic congestion (65%) and parking behaviour (67%). Around a quarter of parents feel there have been no changes.

Support for the School Street is strong among teachers and parents, while residents are split.

- 92% of teachers and 82% of parents support the continuation of the School Street.
- This figure falls to 53% for residents.



Recommendations

- **Encourage more walking, cycling or scootering to school**
- **For children unable to travel independently, promote parking availability around other school entrances:** Dispersing volume to Marlborough Park car park or encouraging a greater use of Archers Road will provide additional options for parents wanting a wider drop-off zone or alternative drop-off spots.
- **Address issues on Lingfield Street:** Illegal parking was among the lowest rated safety measures and was a key challenge, especially for residents. Illegal parking on Lingfield Street has created issues by caused blocked driveways for residents and obstructing views of the road for students. Introducing parking lines is one method of ensuring orderly street parking, while increasing the presence of yellow lines was raised by students, teachers and residents.
- **Potential to incorporate additional means of enforcement:** Examples include resident passes or a ticketing system for cars that breach the School Street system.
- **Introduce speed regulation measures:** Changes such as speed bumps, a reduced speed limit or speed cameras are suggested by stakeholders.



Overall perceptions of School Street success is very strong

All three adult groups surveyed believed the School Street to be successful in reducing congestion, improving safety and creating a calmer environment overall. Perceptions of success were strongest among teachers, where all 22 respondents rated the School Street at least moderately successful. Parents' ratings were also very high with 99% believing the School Street has been successful, although 10% felt it has only been slightly successful. Among Residents, while 96% felt the School Street had been successful, 19% considered it only a slight success.

Overall perceptions of School Street success



Teachers
n=22



Total Successful
100%



Parents
n=70



Total Successful
99%



Residents
n=26



Total Successful
96%

■ Not successful ■ Only slightly successful ■ Moderately successful ■ Very successful ■ Extremely successful

Q3.3/Q3.4 The School Street aims to reduce congestion, improve safety and create a calmer environment. Overall, how successful do you think it has been?

Bases (All responses excluding don't know)

Students

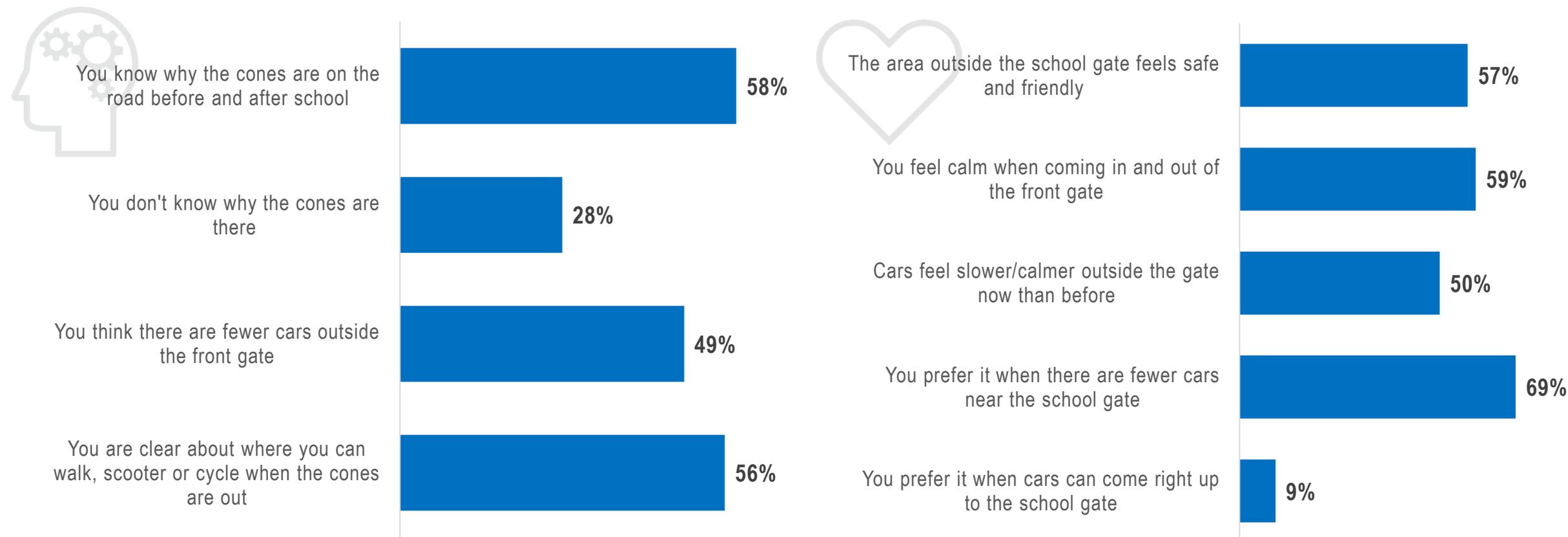




The majority of students understand how the School Street works and feel positively towards it

More than half of students surveyed (58%) said they know why there are cones placed on the road outside the front school gate, while 56% said they are clear about where they are able to walk, scooter or cycle because of them. Over half of students (57%) said the area outside the front school gate feels safe and friendly, and 59% said they feel calm when coming in and out of the gate. Over two thirds of students (69%) said they prefer it when there are less cars in this area.

Thoughts and feelings towards School Street



Q5. This question is about what you like about the area outside the front gate when coming to school and going home:

Base: n=340 (Multiple response; All responses excluding don't know)

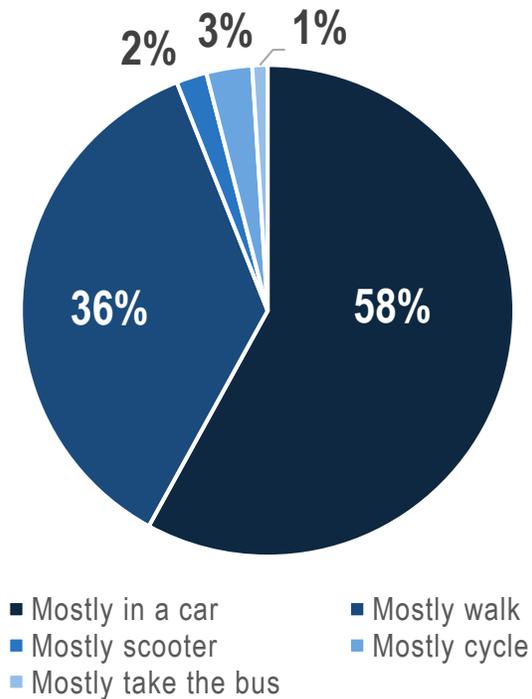
Majority of students mostly travel by car, but would like to walk, scooter or cycle more often



Despite the introduction of the School Street, car travel is still the most common form of transport to and from school for students (58%). However, over one third of students (36%) mostly walk to school. Since implementation, 26% of students report walking to school more – and results suggest there is opportunity to encourage even greater use of active modes, with 61% of students reporting wanting to walk, scooter or cycle to school more often than they do now.

Student transport to and from school

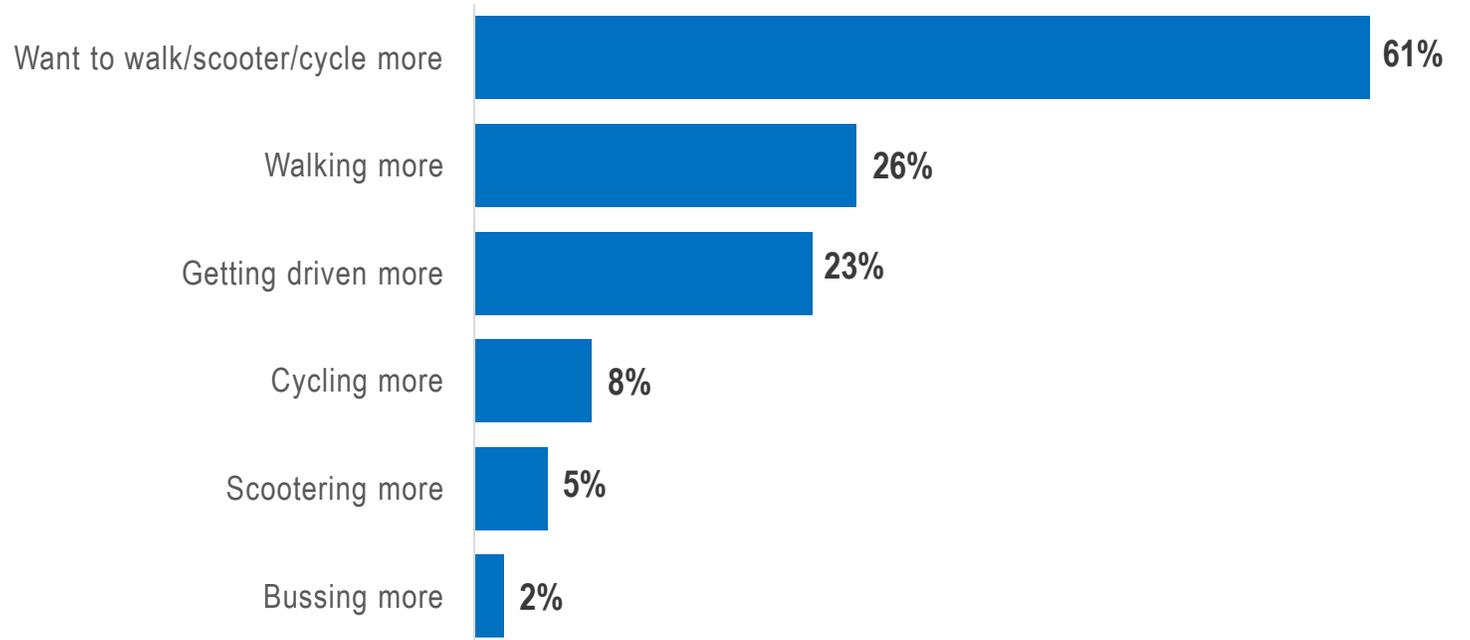
Students' most used mode of travel



Q1. This question is about how you get to and from school most days?

Base: n=335 (Single response; All responses excluding don't know)

Students' changing mode of transport



Q2. This question is about changing how you get to and from school?

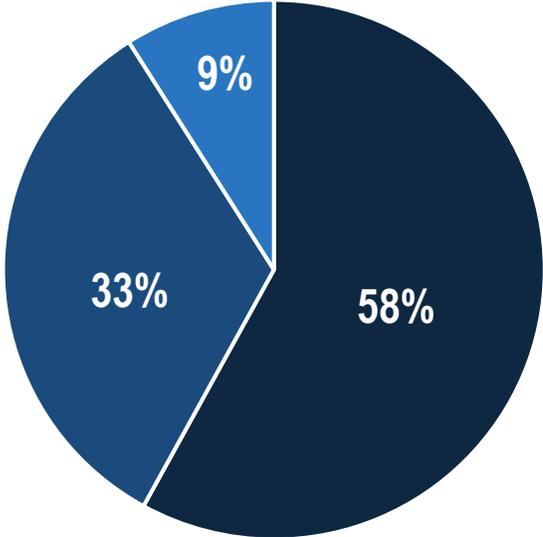
Base: n=289 (Multiple response; Year 2 classes and above)



Most students feel it has gotten easier to walk, cycle or scooter to school, but half don't feel any safer outside the front school gate

More than half of students (58%) feel it is easier to walk, cycle or scooter to school since the introduction of the School Street, and half of students (49%) feel safer outside the front school gate since the School Street was implemented. Reasons for not feeling any safer include cars still stopping by the front school gate and a busy main road.

Ease of using active modes since School Street implemented

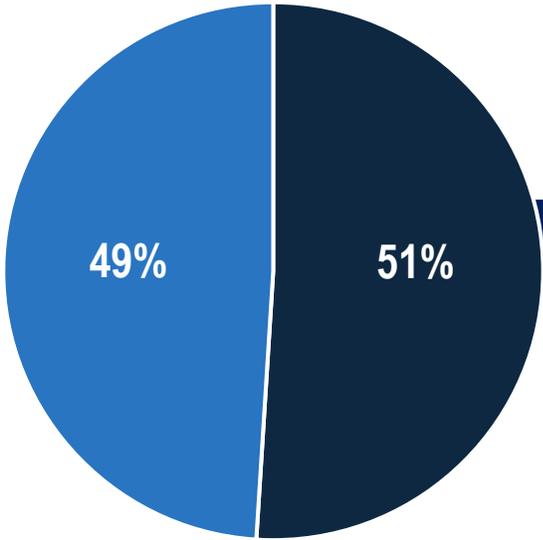


- It is easier to walk/cycle/scooter to school
- There has been no change in ease/difficulty
- It is harder to walk/cycle/scooter to school

Q3. Count the number who stand up with every statement:

Base: n=256 (Single response, Respondents that answered the question)

Has School Street made students feel safer outside front school gate



■ Yes ■ No

Note: Responses from students who primarily use gates other than the front school gate are included in this sample also.

Q4. Count the number who stand up: If you feel safer in the area outside the front school gate when coming to school or going home since the cones started being put out.

Base: n=343 (All responses)

Reasons for not feeling safer

- Cars still stop by gate even with cones present
- Students feel safer using other entrances
- Students do not cross Wykeham Place anyway
- No difference noticed
- Doors of parked cars will swing onto footpath
- The main road is busier
- Students who get dropped off are unaffected

Q4.1 Please write down reason(s) for not feeling safer in the area outside the front gate.

Base: n=16 (Responses from each class)



Students are most likely to suggest regulating speed near the school as a way to further improve the school gate experience

Ideas for Improvements to School Gate Experience	Number of classes raised in
Speed calming changes (e.g., speed bumps, lower speed limit, speed cameras)	7
Greater enforcement/more staff on road patrol	6
Add a zebra crossing	5
Add traffic lights	5
Add a barrier arm	3
Add a bridge/tunnel	3
Better visibility for road patrol (cannot see past parked cars to put flags and signs out)	2
Make front gate wider	2
Add more entrances to the school	2
Add yellow lines on one side of Lingfield to avoid congestion	1
Stop parents letting children out in the middle of the road	1

Note: All feedback in this survey, including suggestions for engineering improvements, have been reviewed by the AT Road Safety Engineering and will be taken into consideration alongside other requests.

Q6. Does anyone have any ideas for how we could make the area outside the front gate even better or easier when you come to school or go home?

Base: n=16 (Responses from each class)

Teachers

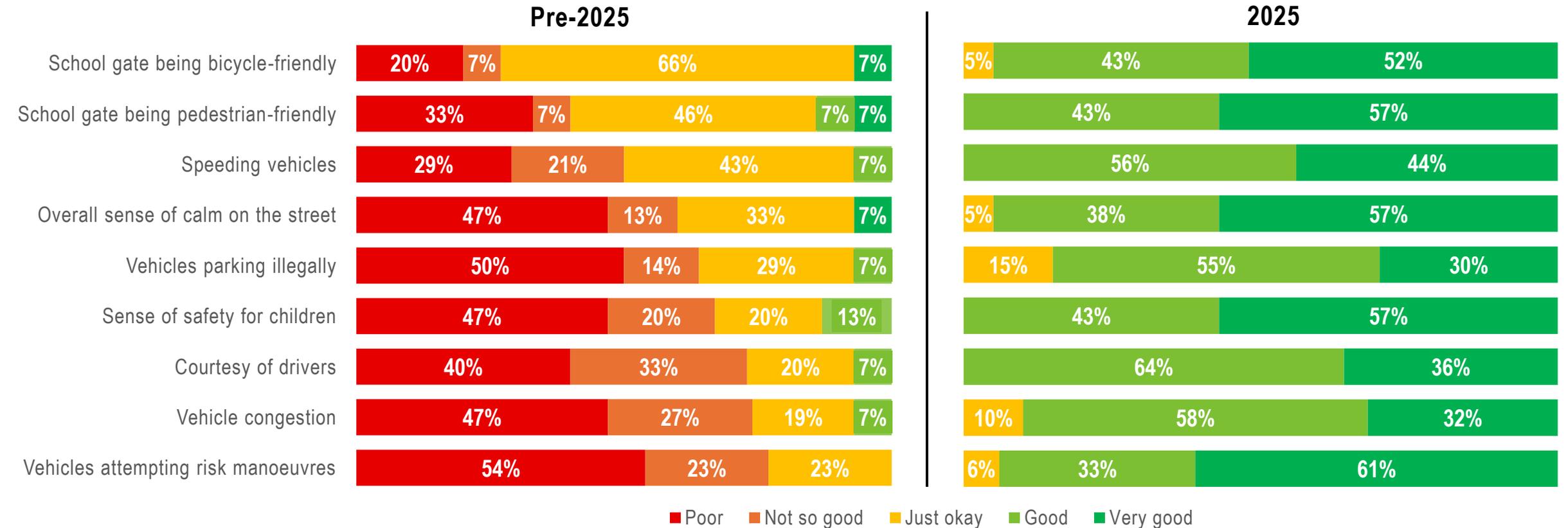


Significant improvements in all safety measures since introduction of School Street



Prior to the introduction of the School Street, teachers' perceptions of safety near the main school gate was predominantly negative for six of the nine measures assessed, with vehicles attempting risky manoeuvres being the most poorly rated. Since the start of the School Street, all measures of safety have vastly improved, with four of the nine measures now being rated 100% positive.

Teachers' perceptions of safety near main school gate



Q1.2 Thinking back to 2024, how would you have rated the following near the main school gate at drop-off and pick-up times?

Base: n=13-15 (Responded Yes at Q1.1, excluding don't know)

Q2.1 How would you rate the following near the main school gate at drop-off and pick-up times?

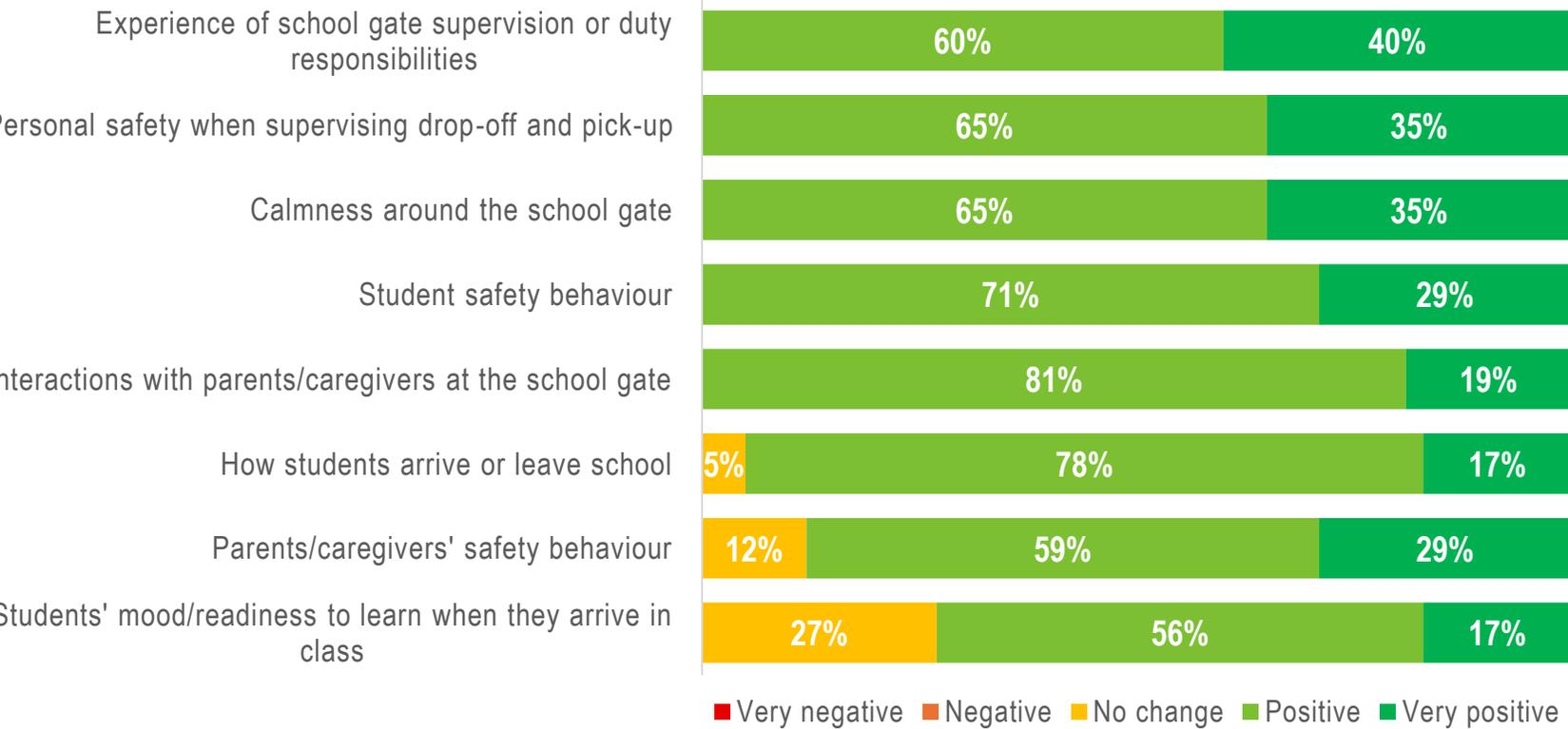
Base: n=18-23 (All responses excluding don't know)



Significantly positive changes in all aspects of teachers' experience assessed

Teachers reported seeing a positive change in almost all aspects assessed. A 100% positive change was observed for calmness around the school gate, students' safety behaviour, interactions with parents/caregivers, personal safety and overall experience when supervising the school gate. The remaining aspects still observed a largely positive change, however with some segment of teachers finding no difference, specifically for student's mood and readiness to learn in class (27%).

Changes in teachers' experience since implementation of School Street



Other changes noticed

- More awareness in the community
- Walking School Bus find it easier to access school
- More children using Walking School Bus
- Children are calmer when they arrive in class
- More children walking in the morning
- Children feel safer walking to school

Q2.3 What other changes have you noticed among students and parents/caregivers since the School Street?

Base: n=4 (All responses)

Q2.2 As a result of the School Street at Marlborough Primary School, have you noticed any changes in the following?

Base: n=15-18 (All responses excluding don't know)



All staff feel purpose of the School Street was communicated well and their needs were taken into account

Almost all teachers (90%) felt the purpose and operation of the School Street was communicated with them well. Similarly, 95% felt their needs are well incorporated into the management of the School Street. Suitable training and equipment, early notification of rostering and evenly distributed responsibilities are some of the reasons behind this sentiment.

How well School Street was communicated to staff



■ Not well at all ■ Not well ■ Just okay ■ Well ■ Very well

Q2.4 How well do you feel information about the purpose and operation of the School Street was communicated with staff?

Base: n=21 (All responses excluding don't know)

How well teachers' needs were incorporated into School Street management



■ Not well at all ■ Not well ■ Just okay ■ Well ■ Very well

Q2.5 How well do you feel teachers' needs are incorporated in the management of the School Street?

Base: n=20 (All responses excluding don't know)

Why do you say that?

- Rostering done ahead of time
- Always well informed
- Training is given
- High-vis gear is worn
- Instructions are clear
- Staff members are rotated each term
- We can tell people to respect the signage
- Management team takes on the busier roads

Q2.6 Why do you say that?

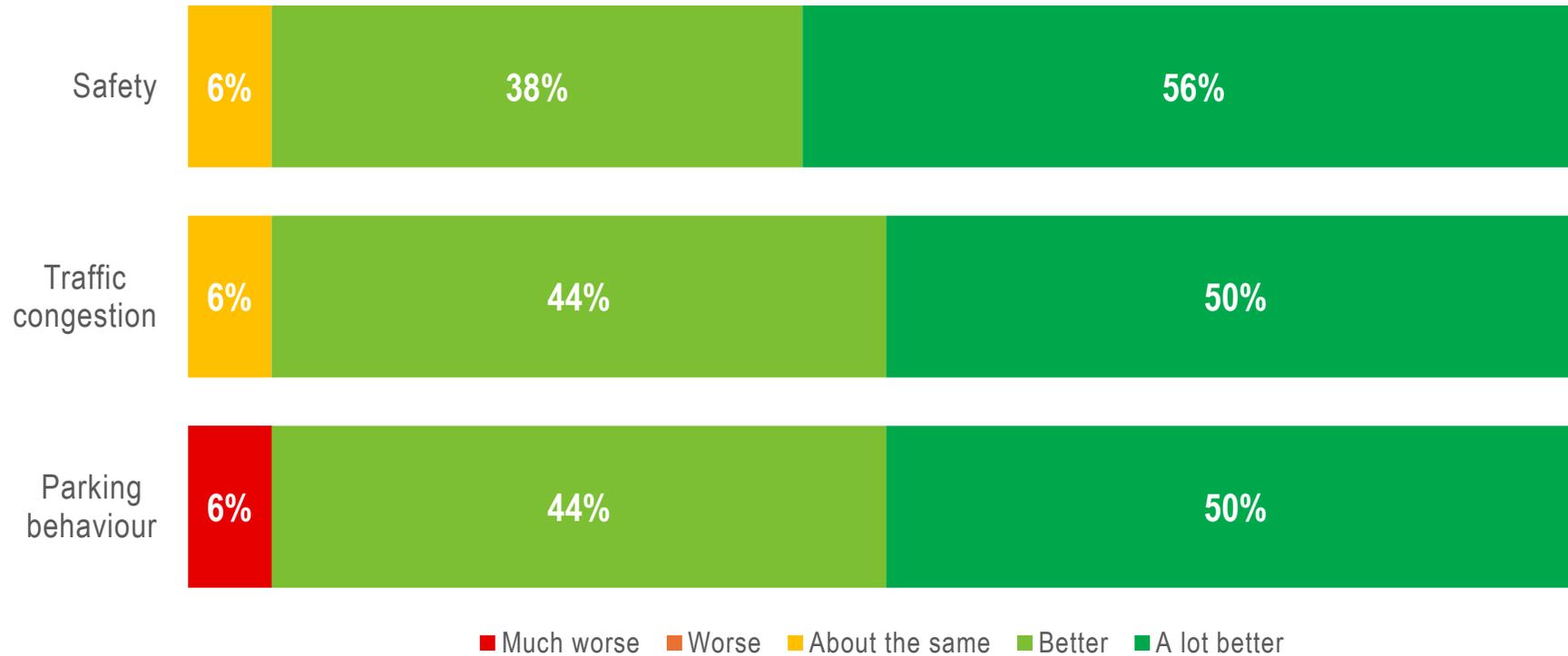
Base: n=20 (All responses)

Significant improvements in key outcomes around main school gate for teachers



Almost all teachers (94%) say that safety, traffic congestion and parking behaviour around the main school gate has become better since the introduction of the School Street. Just 6% feel parking behaviour has gotten much worse.

Teachers' ratings for key measures of effectiveness



Q3.1 Compared to previous years, would you say safety around the main school gate at peak times is:

Q3.2 Compared to previous years, would you say traffic congestion around the main school gate at peak times is:

Q3.3 Compared to previous years, would you say parking behaviour around the main school gate at peak times is:

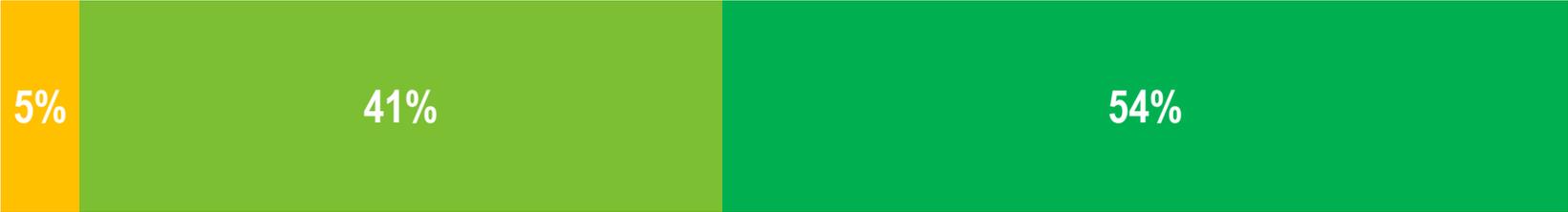
Base: n=16 (Responded Yes at Q1.1, excluding don't know)



Strong support for the management and continuation of the School Street

Over 90% of teachers surveyed feel the School Street has been managed well and support its continuation. 8% of teachers do not support the continuation of the School Street, with 4% being strongly opposed. Further regulation of Lingfield Street, measures to slow traffic, providing more parking for staff, and introducing additional means of enforcements are raised as ways to improve the School Street for teachers.

How well School Street has been managed



■ Not well at all ■ Not well ■ Just okay ■ Well ■ Very well

Q3.5 Overall, how well do you think the School Street has been managed since being introduced?

Base: n=22 (All responses excluding don't know)

Teachers' support for School Street continuing



■ Strongly oppose ■ Oppose ■ Neutral ■ Support ■ Strongly support

Q3.6 To what extent do you oppose or support the School Street for Marlborough Primary School continuing?

Base: n=23 (All responses excluding don't know)

Improvements to School Street

- Yellow lines on one side of Lingfield
- Lingfield gets blocked
- More staff parking
- More training as a school
- Speed calming measures
- Put in a crossing
- A way to distinguish residents
- Ticketing

Q3.7 What would make the School Street better for teachers?

Base: n=10 (All responses)



Demographics (Teachers)

Q4.1 Are you...?

Response	Percentage
Male	13%
Female	83%
Gender diverse	4%

Base: n=24 (All responses)

Q4.2 Which age group do you fall into?

Response	Percentage
20-29 years	13%
30-39 years	25%
40-49 years	29%
50-59 years	25%
60-69 years	0%
70 years+	4%
Prefer not to say	4%

Base: n=24 (All responses)

Q1.1 Were you teaching at Marlborough Primary School before the School Street was introduced?

Response	Percentage
Yes	71%
No	29%

Base: n=24 (All responses)

Residents

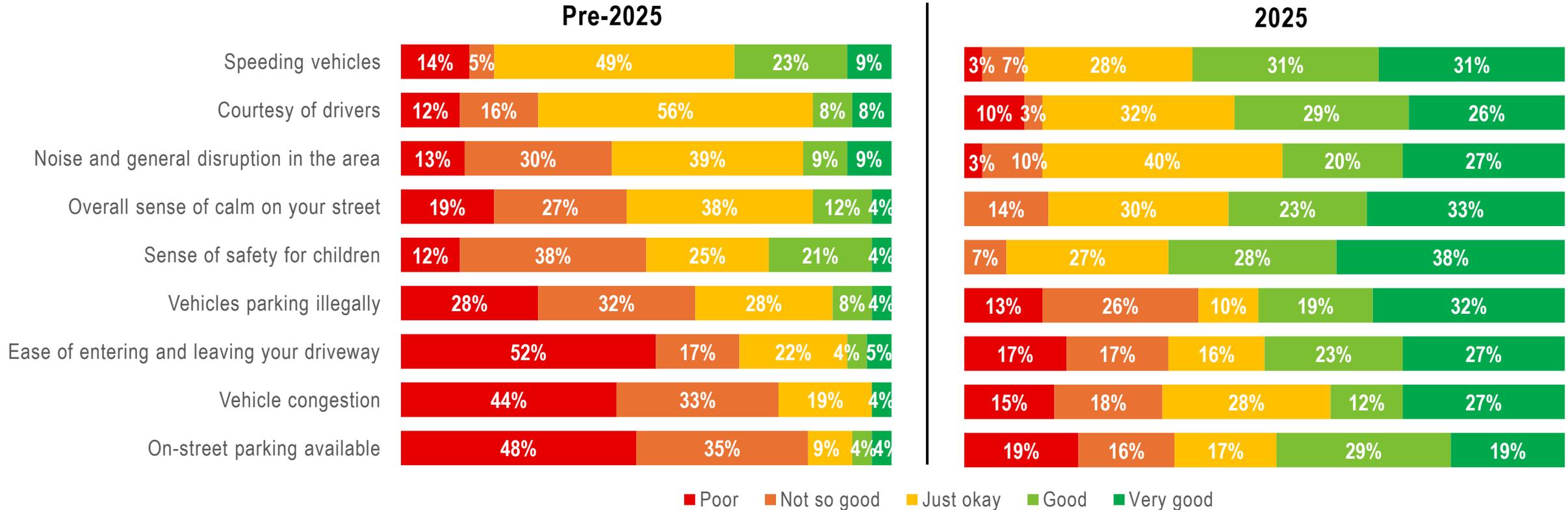




Moderate improvements in safety measures since introduction of School Street for residents

Residents report all measures of safety near the main school gate as improving since implementing the School Street. Most measures improved by around 40 percentage points (Sense of safety for children; 41%, On-street parking available; 40%, Overall sense of calm; 40%). Vehicle congestion remains the most negatively rated safety measure by residents, followed by noise and general disruption.

Residents' perception of safety near main school gate



Q1.5 Thinking back to 2024, how would you have rated the following near the main school gate at drop-off and pick-up times?
 Base: n=22-27 (Responded Yes at Q1.1, excluding don't know)

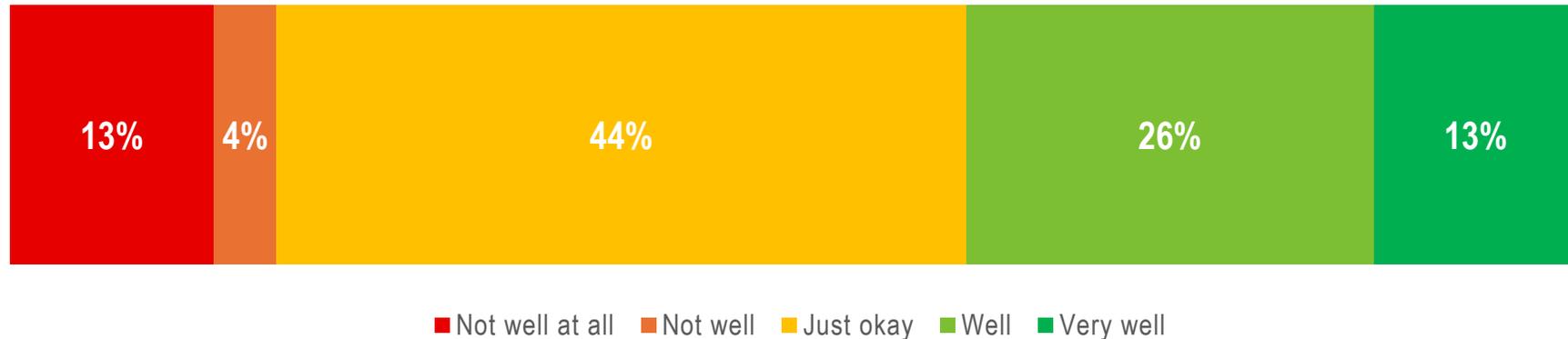
Q2.1 How would you rate the following near the main school gate at drop-off and pick-up times?
 Base: n=29-23 (All responses excluding don't know)



Residents' needs could have been more comprehensively considered in the planning and implementing of the School Street

Only 39% of residents felt their needs were well considered in the planning and implementation of the School Street. Most residents felt 'just okay' about how much their needs were considered (44%). Seventeen percent felt their needs were not taken into account.

Consideration of residents' needs



Q2.5 How well do you feel residents' needs were considered in the planning and implementation of the School Street at Marlborough Primary School?

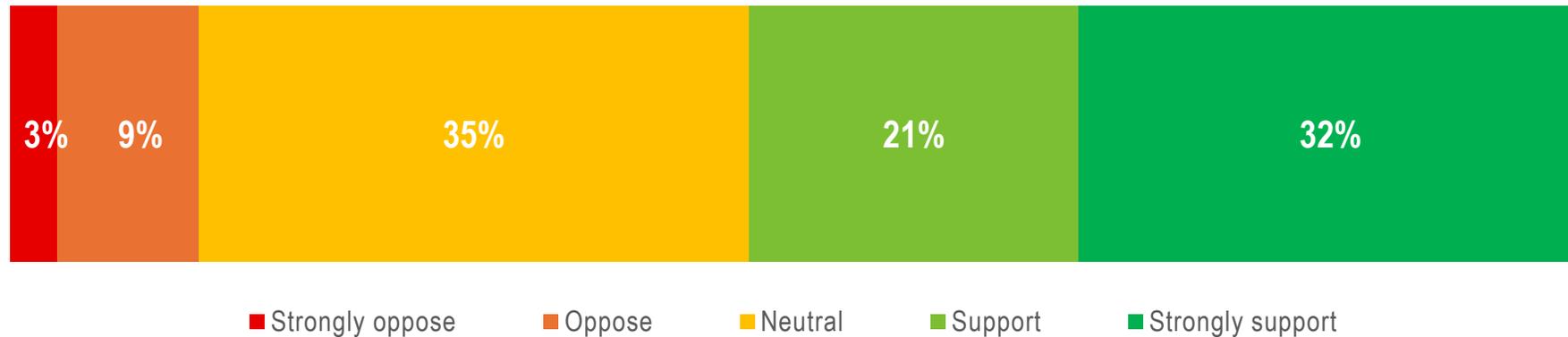
Base: n=23 (All responses excluding don't know)



A greater share of residents support the School Street than oppose it

More than half of residents (53%) support the continuation of the School Street, while 11% are opposed. A further 35% are neutral, indicating a third of residents surveyed are ambivalent towards the School Street.

Residents' support for School Street



Q3.4 To what extent do you oppose or support the School Street at Marlborough Primary School continuing?

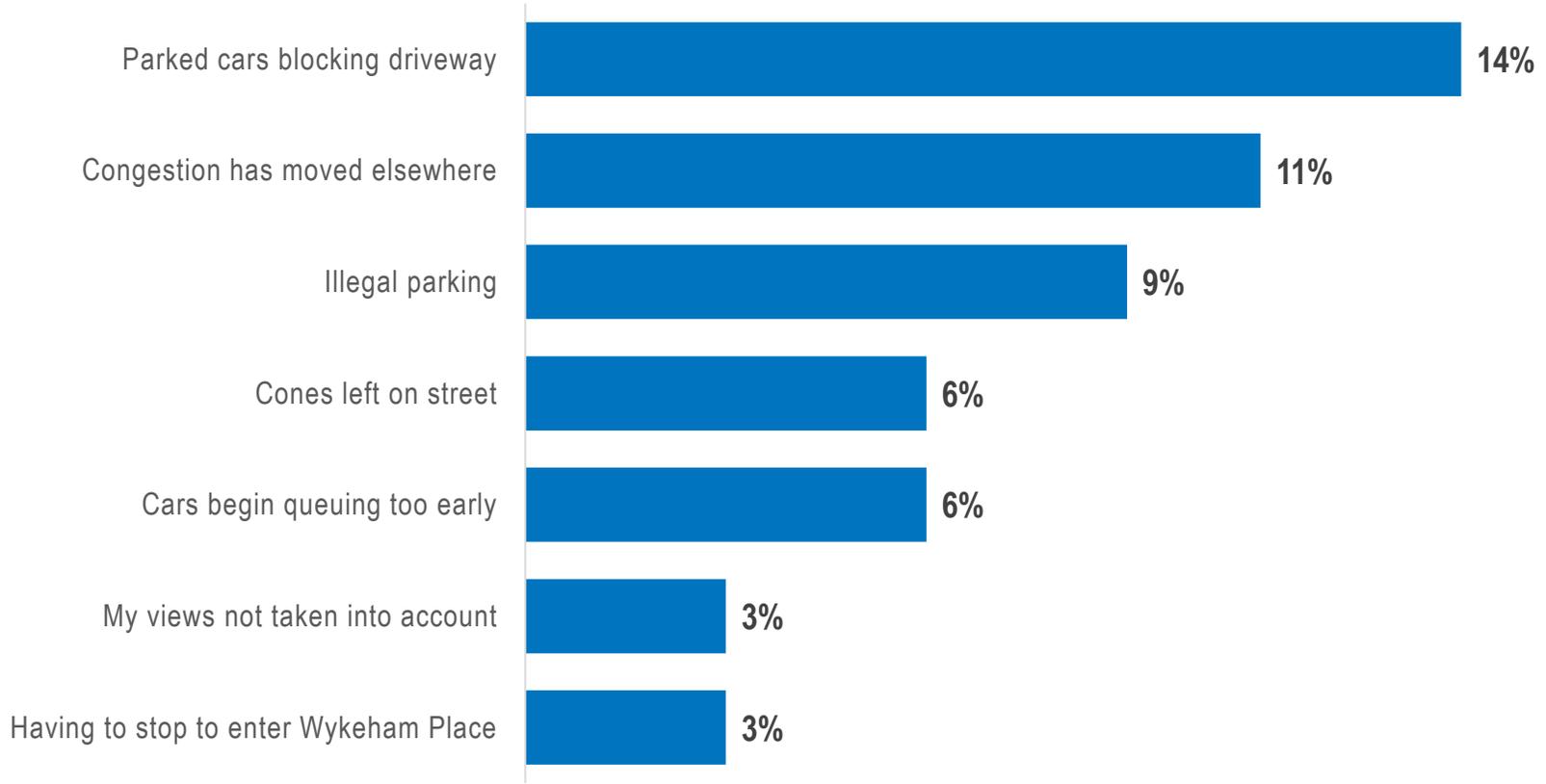
Base: n=34 (All responses excluding don't know)



Blocked driveways and on-road congestion are challenges still faced by residents

Parked cars blocking driveways was the main ongoing challenge for residents (14%), followed by concern that congestion issues have just moved elsewhere since the start of the year rather than being resolved. Continued illegal parking, such as double parking or parking on yellow lines, was also highlighted (9%).

Challenges faced by residents since implementation of School Street



Note: Residents survey includes residents living both on and outside the School Street.

Q2.3 As a resident of the area around the school, what issues or challenges have you experienced since the School Street changes were introduced at the start of the year?

Base: n=35 (All responses)



Greater enforcement and ensuring driveways remain clear would make the School Street better for residents

Ideas for Improvements	N=
More monitoring/enforcement	3
Not blocking driveways	2
Create a separate parking area	2
Lower speed limit/add speed calming measures	2
Have staggered finish times for different year levels so less congestion	1
Establish rules around courtesy	1
More yellow lines	1
More use of Archers Road	1
Reduce traffic congestion in surrounding streets	1
Use Marlborough Park carpark as a pick-up area	1
Remove School Street	1

Note: All feedback in this survey, including suggestions for engineering improvements, have been reviewed by the AT Road Safety Engineering and will be taken into consideration alongside other requests.

Q3.5. What would make the School Street better for residents?

Base: n=16 (All responses excluding no improvements)



Pre-Implementation Perceptions

Q1.3 Are you aware of the School Street that was implemented for Marlborough Primary School at the start of the year?

Response	N=
Yes	4
No/Don't know	5

Base: n=9 (All responses from first wave only)

Q1.4 How well do you feel you understand how the School Street operates?

Response	N=
Not well at all	1
Very well	3

Base: n=4 (All responses from first wave only, excluding don't know)

Q1.6 Before the School Street was introduced, how often did you change your travel patterns to avoid school drop-off and pick-up times?

Response	N=
Never	1
Sometimes	3
Often	2
Always	1

Base: n=7 (Responses from first wave only; Responded Yes at Q1.1, excluding don't know)



Post-Implementation Perceptions

Q2.2 Since the School Street has been introduced, how often do you change your travel patterns to avoid school drop-off and pick-up times?

Response	N=
Never	2
Rarely	2
Sometimes	2
Often	1
Always	2

Base: n=9 (All responses from first wave only)

Q2.4 As a result of the School Street at Marlborough Primary School, has your own behaviour changed in any way?

- *I am against this programme because all the people in society as a whole, all interests of people need to be considered. For safety, limit the speed instead of limiting access.*
- *I would like to request that parking spaces be clearly marked on both sides of the road near the school, to ensure that cars are parked within the designated areas. Almost every day, my driveway is blocked by cars whose front or rear end sticks out. It is often very difficult for me to get out. In the mornings I also need to take my child to school, and in the afternoons my work starts at 3:30pm. However, parents start parking along the road as early as 2:40pm. I have lived here since 2017 and I have tolerated this for 8 years. I truly hope something can be improved, thank you.*
- *Can't leave around 3pm.*

Base: n=3 (All responses from first wave only)



Overall Perceptions and Looking Forward

Q3.1 Overall, compared to last year, would you say safety on your street at school peak times is:

Response	N=
Much worse	1
About the same	2
Better	2
A lot better	1

Base: n=6 (Responses from first wave only; responded Yes at Q1.1, excluding don't know)

Q3.2. Overall, compared to last year, would you say traffic congestion on your street at school peak times is:

Response	N=
Much worse	1
Worse	1
About the same	3
Better	1
A lot better	1

Base: n=7 (Responses from first wave only; responded Yes at Q1.1, excluding don't know)



Demographics (Residents)

Q4.1 Are you...?

Response	N=
Male	7
Female	2

Base: n=9 (All responses from first wave only)

Q4.2 Which age group do you fall into?

Response	N=
20-29 years	1
40-49 years	3
50-59 years	4
70 years+	1

Base: n=9 (All responses from first wave only)

Q1.2 Were you living in your current house before the School Street was introduced?

Response	Percentage
Yes	83%
No	17%

Base: n=35 (All responses)

Q4.3 Which ethnic group or groups do you identify with?

Response	Number
New Zealand European	5
Pacific Peoples	1
Chinese	1
Prefer not to say	2

Base: n=9 (All responses from first wave only)

Q1.1 Where is your home located?

Response	Percentage
On Wykeham Place	34%
On Lingfield Street – within 50 meters from the intersection with Wykeham Place	31%
On Lingfield Street – further than 50 meters from the intersection with Wykeham Place	20%
On Chequers Avenue	6%
On Archers Road	3%
On Chartwell	6%

Base: n=35 (All responses)



Demographics (Residents)

Q4.4 How old are the children in your household?

Age of children	Number of households with children in this age bracket
0-4 years old	1
5-12 years old	1
13-17 years old	2

Base: n=4 (Responses from first wave only of resident households that had children)

Note: 5 resident households from the first wave had no children.

Q4.6 What relationship do you have with Marlborough Primary School?

Response	N=
I currently have one or more child/grandchild at the school	1
I don't currently have any child/grandchild at the school, but have in the past	2
Neighbours with children at the school	1
No relationship with the school	5

Base: n=9 (All responses from first wave only)

Parents

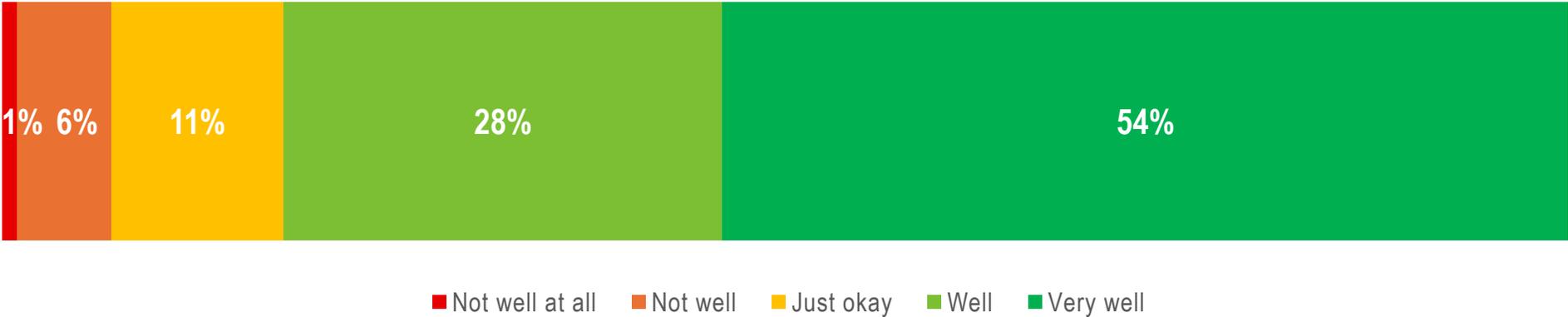




Most parents understand how the School Street works

Eighty-two percent of parents surveyed feel they understand well how the School Street works. Just 7% describe their understanding negatively.

Understanding of how the School Street works



Q1.2 How well do you feel you understand how the School Street works – for example, times, purpose and access rules?

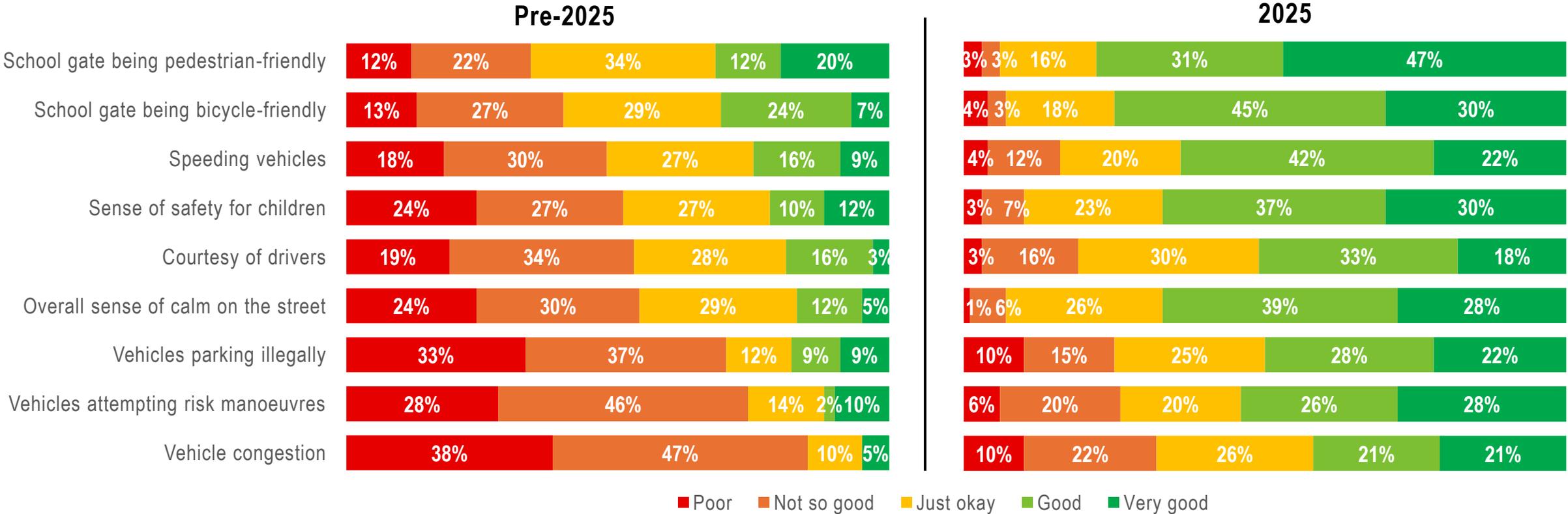
Base: n=72 (All responses excluding don't know)



Moderate improvements in safety measures since introduction of School Street for parents

Parents perceive that all measures of safety near the main school gate have improved. The most notable improvement is for the overall sense of calm on the street (up from 17% positive prior to installation to 67% post-implementation.) Large improvements are also seen for the school gate being perceived as pedestrian-friendly (46 percentage point improvement) and bicycle-friendly (44 percentage point improvement). Vehicle congestion near the main school gate remains the largest issue for parents, 32% still rating this aspects negatively.

Parents perception of safety near main school gate



Q1.3 Thinking back to 2024, how would you have rated the following near the main school gate at drop-off and pick-up times?

Base: n=56-59 (Responded Yes at Q1.1, excluding don't know)

Q2.2 How would you rate the following near the main school gate at drop-off and pick-up times?

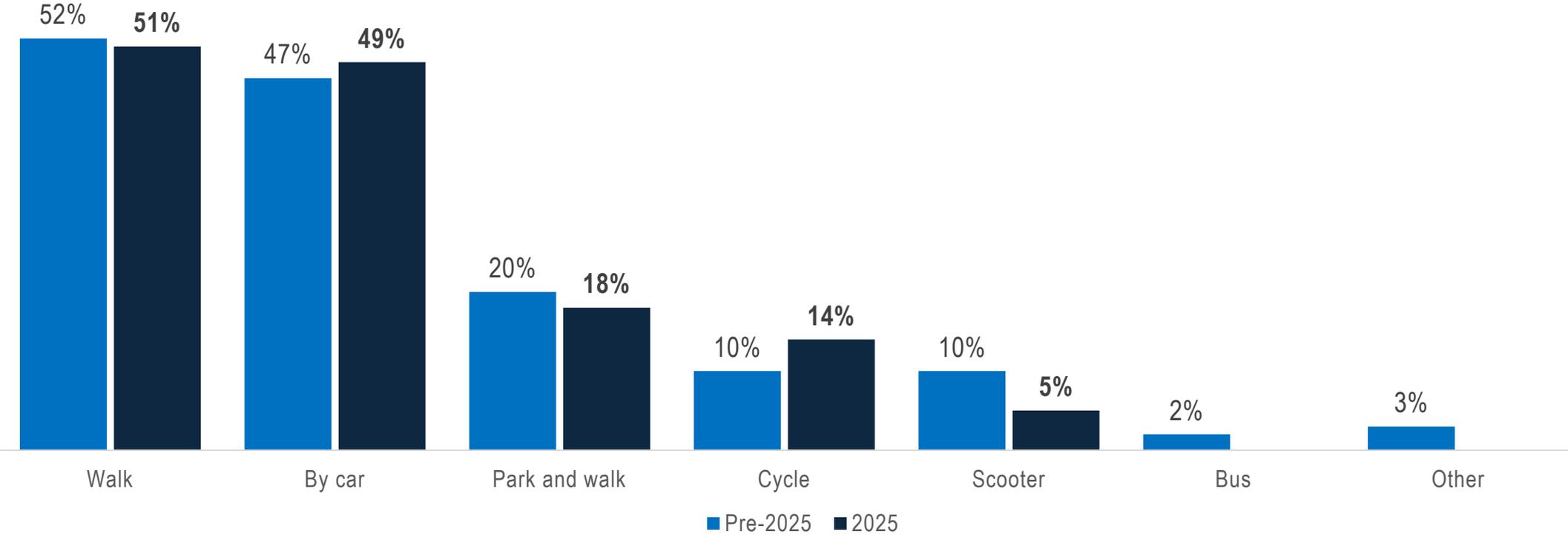
Base: n=68-73 (All responses excluding don't know)



Similar rates of transport mode are reported by parents before and after the School Street introduction

Little change is observed in the modes children are using to get to and from school since the introduction of the School Street. Walking (51%) and travelling by car (49%) remain the two most common forms of transport, with parking and walking being the third (18%).

Mode of transport to and from school



Q1.4 Before the School Street was introduced (pre-2025), how did your child(ren) get to and from school?

Base: n=60 (Multiple response; Responded Yes at Q1.1)

Q2.3 Since the School Street has been introduced (2025), how did your child(ren) get to and from school?

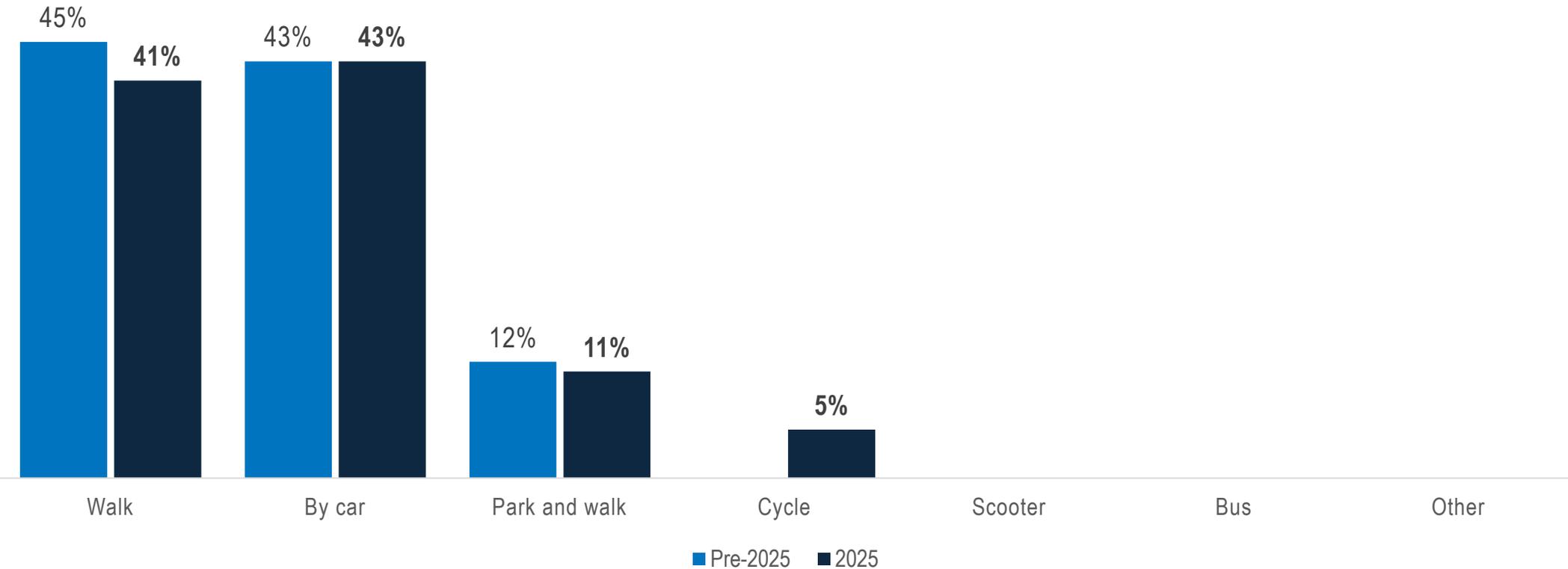
Base: n=74 (Multiple response; All responses)



Car travel is the main mode of transport for most students

The largest share of students travel by car as their main way to get to and from school (43%), however an almost equal share walk to school as their main mode of transport (41%). Only 5% of students travel to school primarily by bicycle, scooter or bus.

One main mode of transport



Q1.5 Which of these have been their main way to get to and from school?
Base: n=60 (Responded Yes at Q1.1, selected more than one option at Q1.4)

Q2.4 Which of these have been their main way to get to and from school?
Base: n=74 (All responses, selected more than one option at Q2.3)

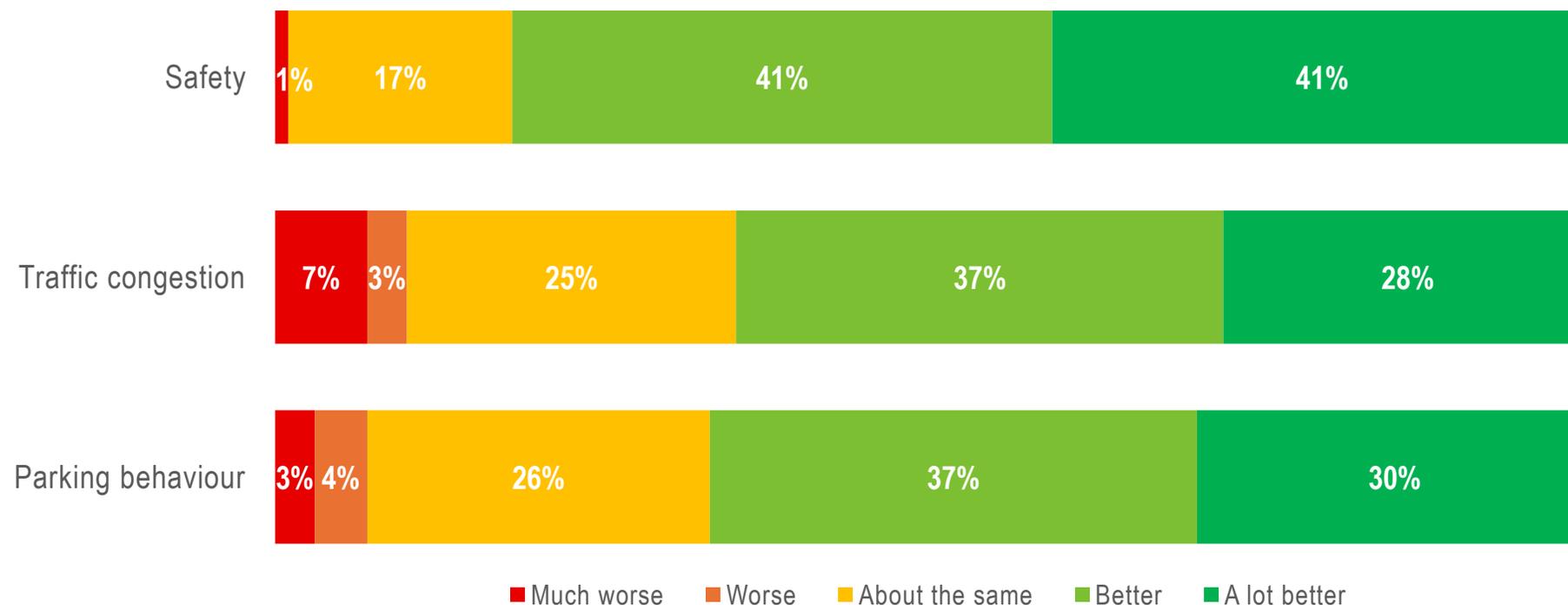
Note: Responses for Q2.5 (What are the main reasons for the changes in how your children get to and from school) as no respondents changed how their children get to and from school.



Generally positive views on key outcomes around main school gate

Over 80% of parents feel safety around the main school gate has improved when compared to prior to the School Street introduction. Perceptions of improvement are slightly lower for traffic congestion (65%) and parking behaviour (67%). Around a quarter of parents do not feel that any change has been observed for each of the key outcomes, while about one in ten parents feel traffic congestion (10%) and parking behaviour (7%) has become worse around the main school gate compared to previous years.

Parents' ratings for key measures of effectiveness



Q3.1 Overall, compared to previous years, would you say safety around the main school gate at peak times is:

Base: n=59 (Responded Yes at Q1.1, excluding don't know)

Q3.2 Overall, compared to previous years, would you say traffic congestion around the main school gate at peak times is:

Q3.3 Overall, compared to previous years, would you say parking behaviour around the main school gate at peak times is:

Base: n=57 (Responded Yes at Q1.1, excluding don't know)



Parents' views on children travelling to school independently vary

Since implementing the School Street, almost half of surveyed parents (46%) say they are likely/very likely to allow their child to travel to and from school independently. An additional 9% have already been doing this. In contrast, just 17% of parents would be unlikely to allow their children to travel independently to school despite the introduction of the School Street.

Perceptions of children travelling independently

Total currently or likely to allow child to travel independently to school: **55%**



■ Very unlikely ■ Unlikely ■ Neither likely nor unlikely ■ Likely ■ Very likely ■ Child already travels independently ■ My child is too young

Q2.7 Since the School Street was introduced, how likely are you to allow your child to travel to and from school independently?

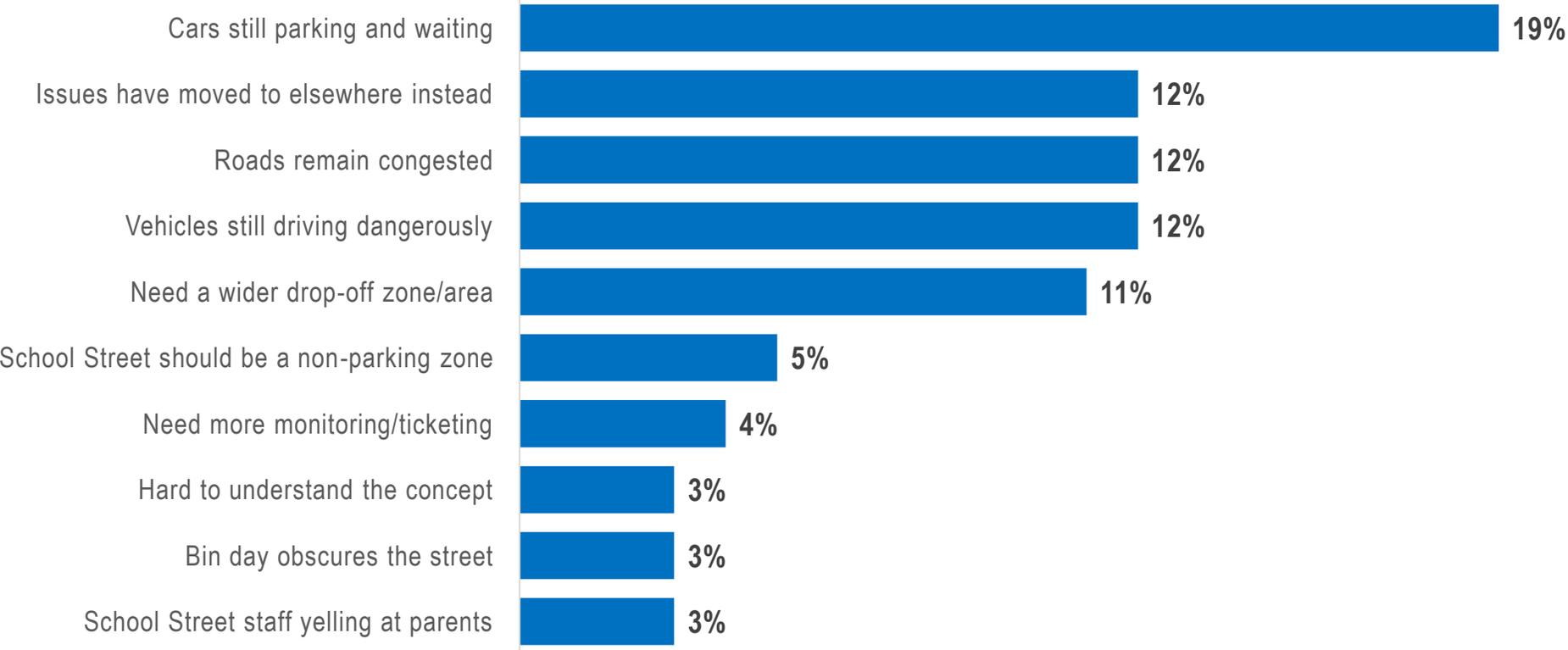
Base: n=74 (All responses)



Cars continuing to park and wait near the main school gate is the main ongoing challenge among parents

19% of parents continue to experience challenges with cars parking and waiting near the main school gate. Congested roads and dangerous driving remain key issues for 12% of parents, as well as a perception that the congestion/safety issues have just moved elsewhere rather than being resolved (12%).

Challenges faced by parents since implementation of School Street



Q2.6 What drop-off and pick-up issues or challenges have you experienced since the School Street changes were introduced at the start of the year?

Base: n=74 (All responses)



Strong support by parents for the continuation of the School Street

Almost all parents (89%) would like to see the School Street continue, with 69% definitely wanting to see it continue. Ten per cent of parents report being indifferent or undecided.

Parents' views on School Street continuing



Q3.5 Would you like to see the School Street continue at Marlborough Primary School?

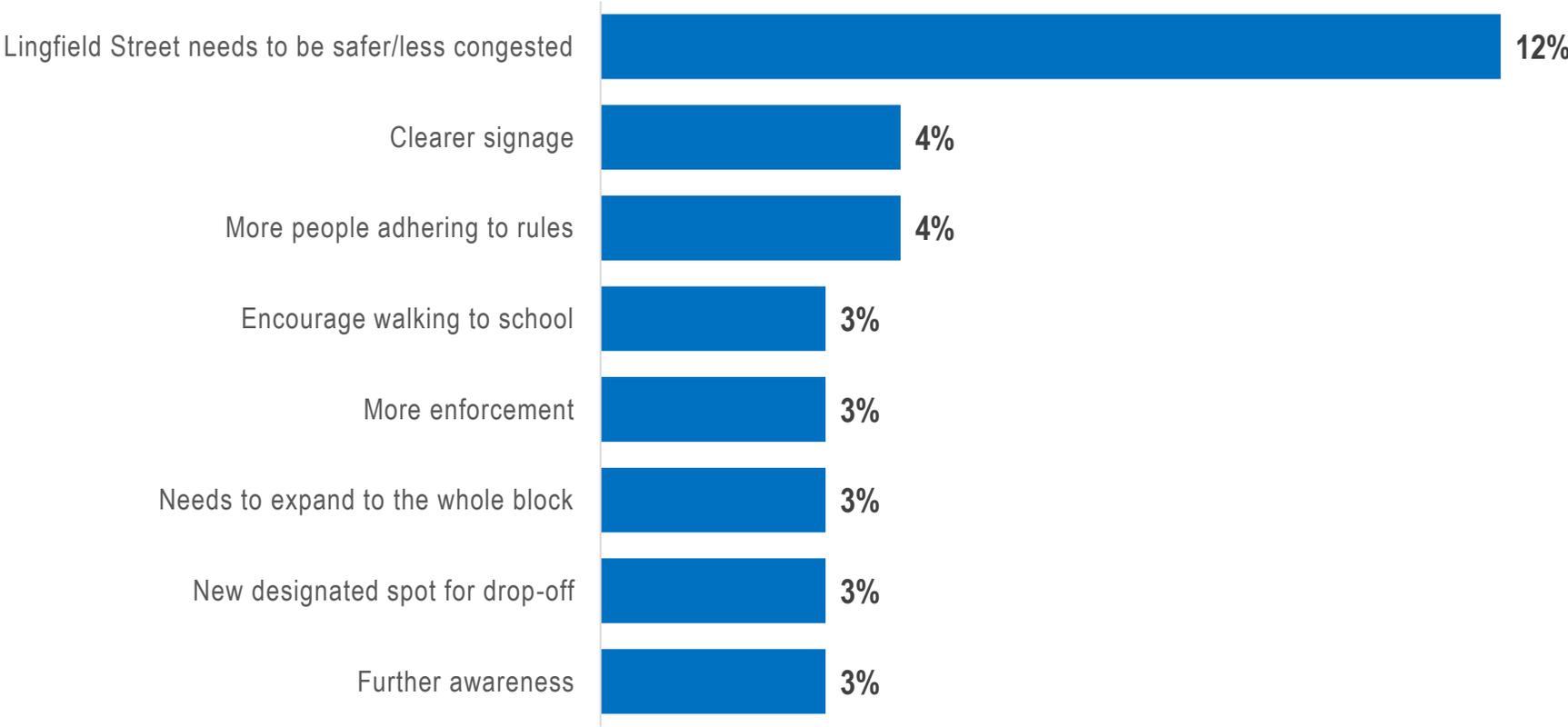
Base: n=74 (All responses)



Further regulation of Lingfield Street is most frequently-suggested improvement by parents

12% of parents feel changes need to be made to Lingfield Street to make it safer and less congested. Parents also report wanting better information in the form of clearer signage (3%) and greater awareness (3%), as well as more compliance (more people adhering to the rules ; 4% and more enforcement; 3%).

Improvements to make School Street better for parents



Q3.6 What would make the School Street better for parents?

Base: n=74 (All responses)

Demographics (Parents)



Q4.1 Are you...?

Response	Percentage
Male	34%
Female	65%
Gender diverse	0%
Prefer not to say	1%

Base: n=74 (All responses)

Q4.2 Which age group do you fall into?

Response	Percentage
20-29 years	3%
30-39 years	42%
40-49 years	41%
50-59 years	11%
60-69 years	0%
70 years+	1%
Prefer not to say	2%

Base: n=74 (All responses)

Q4.3 Which ethnic group or groups do you identify with?

Response	Percentage
New Zealand European	30%
Other European	5%
Māori	3%
Pacific Peoples	3%
Chinese	4%
Indian	19%
Other Asian	23%
Middle Eastern	0%
Latin American	1%
Other	11%
Prefer not to say	8%

Base: n=74 (Multiple response; All responses)

Q1.1 Did you have a child attend Marlborough Primary School before the School Street was introduced?

Response	Percentage
Yes	81%
No	19%

Base: n=74 (All responses)

Q4.5 How many children do you have attending Marlborough Primary School?

Response	Percentage
1	70%
2	26%
3	4%
4 or more	0%

Base: n=74 (All responses)

Demographics (Parents)



Q4.4 How old are the children in your household?

Age of children	Percentage of households with children in this age bracket
0-4 years old	31%
5-12 years old	100%
13-17 years old	22%

Base: n=74 (Multiple response; All responses)

Q2.1 Which entrance to the school does your child(ren) mainly use?

Response	Percentage
Wykeham Place	66%
Chartwell Avenue	16%
Archers Road	18%
Other	0%

Base: n=74 (All responses)

Senior Leadership Team



Innovation

- Both senior leaders and the principal stated they had not heard of a School Street before it was proposed.
- The principal described the initiative as emerging after prolonged chaos and unsuccessful management approaches. Problems included:
 - Traffic congestion
 - Unsafe drop-offs
 - Parents stopping and unloading children in the middle of the road
- The principal noted that the school trialed School Street-style controls before receiving formal permission and described the later approval as significant.
- The initiative was framed by the principal as “walking only”, which she felt was the clearest way to explain the concept given that many parents did not understand what a School Street was.
- Media coverage (e.g., Seven Sharp) was described as unintended, rather than a planned outcome

“I’d never heard of a School Street before when they suggested it. Anything we did was going to be better than what it was because it was chaotic out there.”

Sound research/technical basis



- The principal and senior leaders both described clear changes in student independence, including:
 - Children walking part or all the way to school
 - Parents allowing children to cross roads independently
 - Children arriving without parents at the gate
- The principal explicitly linked these changes to positive outcomes for students:
 - Children having time to “manage their thoughts” before school
 - Reduced stress associated with car-based drop-offs
- The principal described increased independence as particularly significant for migrant families, noting that allowing children to walk independently was a major shift for some whānau.
- Both the principal and senior leadership described the children as calmer, more confident and happier on arrival at school.
- Walking and increased distance travelled on foot were also described by the principal as contributing to health benefits.



Benefits achieved

Traffic and Safety

- Leaders described the previous situation as:
 - Cars stopping anywhere
 - Blocking crossings
 - Illegal turns and U-turns
 - Parking in driveways
 - Children crossing while cars drove through
 - Drivers shouting and being aggressive
- Since the School Street:
 - Traffic volumes are significantly reduced
 - Speeds are slower
 - Dangerous manoeuvres have largely stopped
 - The relocated crossing allows clearer sightlines
- Leaders stated the street is now **definitely safer**.

“Excellent to be given the permission to actually do what we know is safe for our kids. It’s literally been life changing because we don’t stress about our kids going to get hurt.”

Travel Behaviour

- School leaders observed:
 - A large and growing walking school bus
 - Informal walking groups growing organically
 - More children walking, cycling and scootering
 - Other school gates becoming busier, without new safety issues emerging

School Environment and Daily Routines

- Senior leaders and the principal both described:
 - Greater calmness at the start and end of the day
 - Children staying longer after school to play
 - Parents lingering and talking
- The principal noted that students now arrive earlier, spreading arrival times and reducing peak congestion.
- The environment was described as more social and less rushed.

“A lot of our younger ones, the parents might walk them, but they stop at the gate now and they let them walk in by themselves... so kind of the independence.”



Benefits achieved

Staff and Volunteers

- Prior to School Streets, both senior leaders describe:
 - High stress for staff on duty
 - Verbal abuse from parents
 - Fear of confrontation
- After implementation:
 - Staff experience less abuse
 - Teachers are able to greet children and talk with them
 - Duty is calmer and less hyper-vigilant
- The principal estimated a significant saving in leadership time, noting she no longer needs to manage traffic for extended periods each morning and afternoon.

“It’s chalk and cheese from what it was before... I used to have a knot in my tummy every morning before going out there.”

Ability for the initiative to be sustained

- Senior leaders said they would “absolutely” want the School Street to continue.
- They noted that:
 - Most parents have adapted over time
 - Only a small number still arrive early or ignore restrictions
- Ongoing operational challenges mentioned:
 - Manual setup and removal of cones
 - Reliance on the caretaker and staff time
- Suggested improvements mentioned by leaders:
 - More visible signage (e.g., flashing lights)
 - More descriptive signage
 - More permanent barriers instead of cones
 - Enforcement support during early implementation periods

“It’s become part of our norm... the new parents coming in don’t know that the norm was different, so they create the new norm.”

Applied more widely in New Zealand

- Leaders explicitly stated the initiative “should be in more schools”.
- Advice they would give other schools:
 - Plan early
 - Communicate clearly with parents before implementation
 - Introduce it at the start of a school year if possible
 - Check whether traffic issues might shift to other streets
- Leaders noted the importance of considering:
 - Road layout
 - Other crossings
 - Existing safety measures around the school

Demonstrates positive leadership



- Senior leaders described being:
 - Present on the street during early implementation
 - Involved in explaining the initiative to parents
 - Responsible for managing difficult interactions with residents
- Leaders consistently framed the School Street as being about children’s safety.
- The principal described the initiative as reinforcing trust with neighbours by following through on commitments.
- Over time, leaders noted they were able to:
 - Spend less time managing traffic
 - Spend more time greeting families and talking with parents
- Leaders expressed willingness to share their experience with other schools considering the approach.

“When they see us out there in the pouring rain with our gumboots, they look at it and they go ‘actually, they care about us’.”

“I knocked on every single door in Wykeham when I first started and said, ‘Hey, this is me, if you have any queries, any questions, please come and see me’.”

Marlborough Primary School Street Evaluation

