

Social inclusion and outer urban neighbourhoods: access to local facilities



**Hugh Barton, Michael
Horswell, and David Sweeting
UWE Bristol**

Social inclusion and neighbourhood accessibility

- ❑ Many studies of social inclusion rooted in social policy/poverty debates
- ❑ Much of the neighbourhoods debate about spatial concentrations of exclusion
- ❑ Tendency to focus on poor neighbourhoods and impacts of exclusion from labour and housing markets

Social inclusion and neighbourhood accessibility

- This study different:
 - Examine deprived and non-deprived neighbourhoods
 - Look at how different sorts of neighbourhoods promote different sorts of behaviour

- Idea to provide evidence on:
 - The extent to which residents use their local shops and services
 - How they travel to these services
 - Whether spatial and design features play a role in this behaviour

Social inclusion and neighbourhood accessibility: methods

- 12 outer urban neighbourhoods:
 - Bristol: Bradley Stoke, Filton Avenue, Thornbury
 - Cambridge: Bar Hill, Cherry Hinton, Trumpington
 - London: Barking, Broxbourne, Harrow
 - Tyne & Wear: Backworth & Shiremoor, Cramlington, Great Park

- Conducted in each neighbourhood:
 - **Survey of residents**
 - **Focus group**

Survey area characteristics (table 2)

	Home ownership %	No car households %	Deprivation rank
Bradley Stoke – B	82	4	30,457 to 31,951
Bar Hill – C	88	10	27,652 to 31,095
Thornbury - B	83	13	13,499 to 32,404
Cherry Hinton – C	66	20	12,397 to 31,072
Trumpington – C	62	25	21,023 to 21,674
Harrow – L	66	28	7,487 to 28,356
Broxbourne – L	83	13	8,487 to 27,628
Filton Avenue – B	59	29	5,408 to 21,304
Barking – L	57	43	5,050 to 10,279

Mode of transport to superstore/large supermarket (table 4)

	Walk	Cycle	Car	Bus
Bradley Stoke – B	3	0	97	0
Bar Hill – C	24	2	73	2
Thornbury - B	10	0	89	2
Cherry Hinton – C	10	6	78	5
Trumpington – C	30	11	58	0
Harrow – L	7	0	93	0
Broxbourne – L	4	0	96	0
Filton Avenue – B	4	2	81	13
Barking – L	31	2	39	17

Modal split for small supermarkets / convenience stores (table 5)

	Walk	Cycle	Car	Bus
Bradley Stoke – B	64	1	35	0
Bar Hill – C	No such store			
Thornbury - B	51	1	42	6
Cherry Hinton – C	64	11	24	1
Trumpington – C	69	15	17	0
Harrow – L	42	0	58	0
Broxbourne – L	33	0	67	0
Filton Avenue – B	69	1	26	4
Barking – L	60	0	30	10

Perceptions of the neighbourhood (percent agreeing) (Table 6)

	Local shops provide most of what I need	I feel unsafe in the day because of crime or harassment	My neighbourhood is attractive
Bradley Stoke – B	56	4	66
Bar Hill – C	81	3	47
Thornbury - B	60	4	83
Cherry Hinton – C	74	7	55
Trumpington – C	59	3	60
Harrow – L	69	9	58
Broxbourne – L	69	9	58
Filton Avenue – B	52	16	21
Barking – L	53	39	22

Distance travelled to superstores, and travel mode, Bristol neighbourhoods (Graph 1)

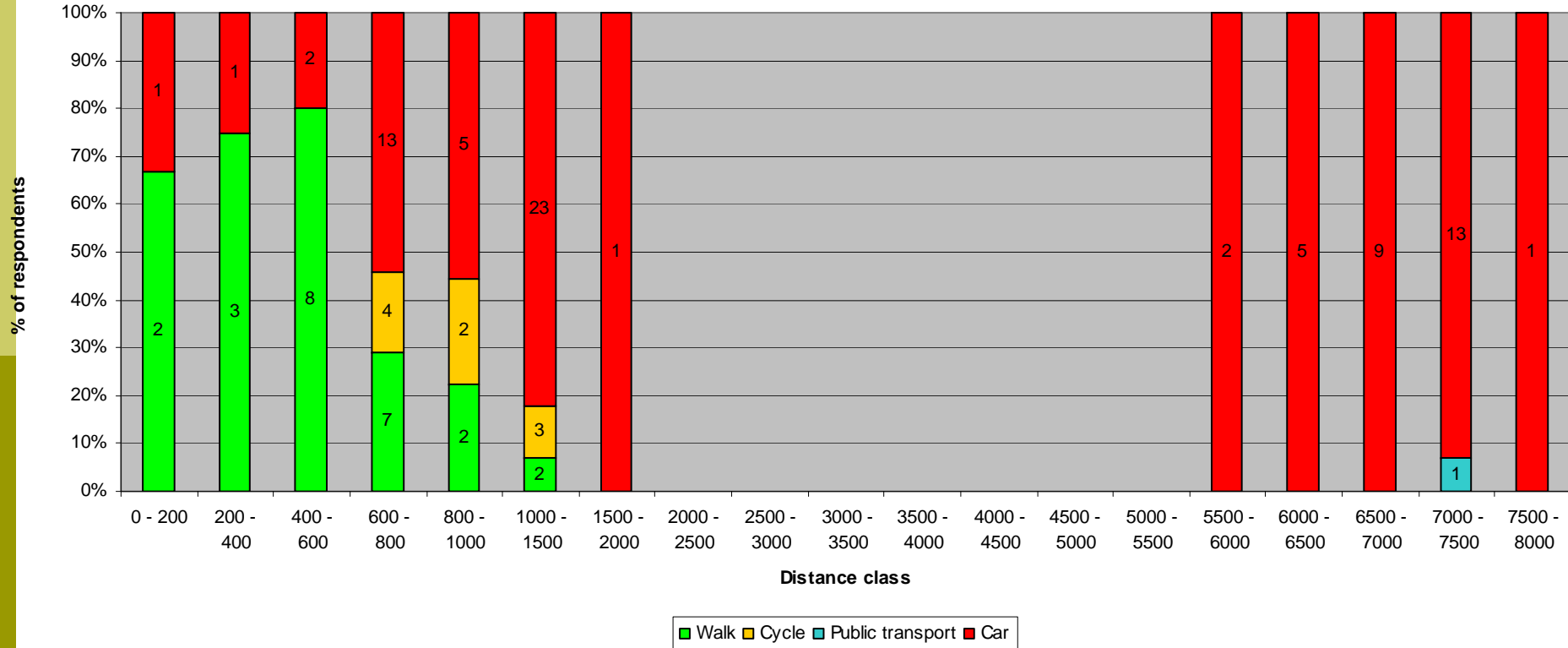
Transport mode to Superstores
Bristol: Consolidated



Transport mode to superstores: Trumpington

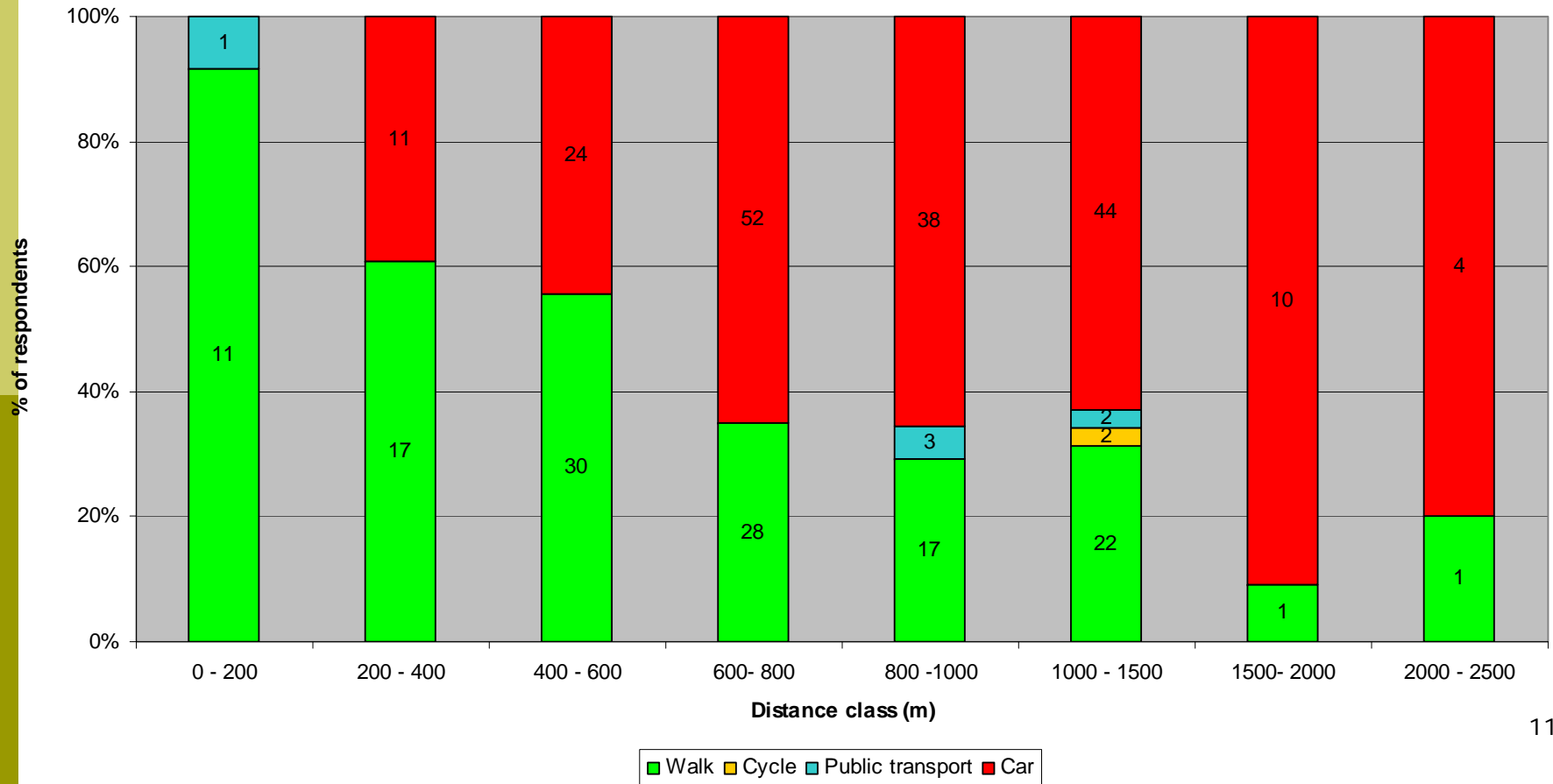
(Graph 2)

Transport mode to superstore
Trumpington



Distance travelled to convenience stores, and travel mode, Bristol neighbourhoods (Graph 3)

Transport mode to Convenience Stores
Bristol: Consolidated



Conclusions

- ❑ *Do superstores have a distinctive local function to play?*
- ❑ *How do people get to the local superstore?*
- ❑ *How far will people walk to the superstore, and how does this compare with the distance for other food shops?*
- ❑ *Do neighbourhoods still matter?*
- ❑ *Social inclusion and physical activity?*