І. ТЕОРЕТИКО-МЕТОДОЛОГІЧНІ ДОСЛІДЖЕННЯ

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SOCIAL AND SPATIAL DIFFERENCES IN INCLUSIVE INFRASTRUCTURE DEVELOPMENT IN A LARGE CITY

The concept of inclusiveness in urban development is not new. The contemporary interpretation of the term is associated with equal access of all social groups regardless of age, gender, health, wealth, etc., to full life activity as equal members of society. The inclusiveness of development itself is an indicator of measuring the city residents' quality of life in the context of convenience, comfort, availability of services and space for citizens. It demonstrates the level of integration of all residents into the community. The article presents the results of the study of socio-spatial differences in the development of the inclusive infrastructure of a large city. The research is based on the data from observations and structured interviews conducted in January-March 2022 in the cities of Poltava and Kropyvnytskyi. The criteria for the selection of research sites were locations in the urban space in zones with different functions. A study of characteristic and typical (representative) parts was carried out according to the list of objects in each of the research areas in Poltava and Kropyvnytskyi. The mapping was used to visualise the functional content of the active floors of buildings and display the categories of their facades within the selected streets as urban public spaces. It was determined that Poltava is characterised by socio-spatial differences in the development of the inclusive infrastructure of pedestrian streets between the city centre, industrial and new-build residential areas. An analysis of the functional content of the active floors of buildings was carried out and the categories of their facades on the pedestrian streets of Kropyvnytskyi were determined. Based on the results of the interviews with the residents of Poltava, the problems and priorities of the inclusive development of the large city were identified. The use of the obtained results for the elaboration of development strategies of the cities of Poltava and Kropyvnytskyi will allow taking into account the features of inclusive development and may contribute to considering the interests and needs of all categories of urban residents to eliminate spatial disparities in the social and economic development of cities.

Keywords: city, street, inclusive infrastructure, spatial differences, Poltava, Kropyvnytskyi.

Introduction. The contemporary city is an arena of various and sometimes contradictory social processes. Their socio-spatial differentiation is manifested in residential segregation, varieties of public space commercialisation, inclusive development of urban space, diversification of leisure activities, etc. In this context, the study of small urban spaces aimed at the identification of the relationship between man and the city, and the active development and interpretation of urban spaces by residents is becoming relevant. All this can be realised within the framework of micro-urbanism – an approach that offers to look at the city through details, a "close" view of the city. Actually, the object of such a study can be, for example, a park as a public space, a cemetery as a place of memory, a street or a residential area as an urban space of everyday use, where the closest interaction with the city takes place.

The study of the complicated and ambiguous processes in cities determines the relevance of the socio-spatial approach to the analysis of the functioning of pedestrian streets as open public spaces in order to increase the level of comfort for city dwellers (*Mezentseva, Palchuk, 2018*). That is why the study of socio-spatial differences in the development of inclusive infrastructure on the streets of a large city in different functional zones, the identification of problems and priorities for inclusive urban development with residents' vision in mind, are important focuses. In this regard, it is important to ensure optimal functional occupancy of active floors of buildings on pedestrian streets to ensure active contact with visitors to such public spaces.

Literature Review. Urban space is multifaceted, and therefore multidimensional. It has social nature as various forms of everyday activities take place in. Quality of life in the most general sense is defined as an integral indicator of the living conditions of the population (*Niemets, Mezentsev, et al., 2019*). The urgent need of today is the arrangement of cities in such a way as to ensure the dwellers' needs and their comfort in the urban space, and to strengthen the social functions of cities (*Gehl, 2018*).

The inclusiveness of urban development can be an indicator of the quality of life measurement. Inclusive urban development assumes that every resident, regardless of the place of residence, social status, and health status can receive a socially guaranteed minimum of services sufficient to support life (*Gukalova, 2019*). The standard of living, in this case, does not play a decisive role. According to the idea of inclusiveness, no matter how high the income is, it is impossible to compensate financially the costs incurred by a territorially and socially isolated person who, for example, due to the external architectural inaccessibility of the public infrastructure, cannot receive the necessary services (*Gukalova, 2019*).

An inclusive city is defined as a settlement with an accessible and comfortable environment for people of different ages, genders, nationalities, religions, social statuses, health statuses, and financial capabilities. The main areas of development of inclusive cities are inclusive infrastructure, inclusive education, social inclusiveness and inclusive economic growth. The implementation of the concept of inclusive urban development contributes to the improvement of the quality of life of city residents, and to the creation of an environment in which every person feels valued and has the opportunity to realise his/her potential.

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Under the framework of the socio-spatial approach to the study of urban public space, two research directions can be identified: the determination of ways to maximise the utility of public space due to its optimal design and planning; and the analysis of the social functions of public space and the consequences of its functioning (*Neal, 2010; Neal, Orum, 2009*). Within this approach, the main spatial level of research is the level of city streets (the street with its landscapes, "the urban streetscape"), as the most public and most frequently used public spaces in the everyday life of the city (*Mezentseva, Palchuk, 2016*). J. Gehl, from the perspective of a socio-spatial approach, describes the dynamics of open public spaces in the example of European and American cities (*Gehl, 2001; Gehl 2007*). He notes that on the city streets at the beginning of the 20th century, one could always observe an active life, which was accompanied by the implementation of a certain type of human activity. To attract pedestrians, a street must be convenient, safe, walkable, and interesting (*Speck, 2018*). The most attractive are those places where there are many people, and where public spaces encourage people to go out into the city (*Provotar, Ohiichuk, 2021*). Windows, doors, verandas, and porches attract pedestrians and let residents out (*Speck, 2018*); they are a great escape from the massive growth of monotony (*Jacobs, 1961*). Dynamic facades, three-dimensional facades (street tables, benches, entrance niches framed by shop windows, arches, front porches and steps, balconies, dooryards, offices on the first floors of buildings, etc.) fill the streets with interest and energy (*Speck, 2018*), encourage people to communicate. At the same time, if the first floor of the building is "not diluted" with shops or other social infrastructure, and separate entrances with stairs, then after 5-7 m of a monotonous facade, pedestrians become bored (*Speck, 2018*), which indicates the inhuman scale of the building. Street art can "revive" unattractive facades for pedestrians. Street art, in particular the creation of murals, brings an aesthetic effect to the perception of monotonous buildings (*Provotar, Olishevska, Mezentsev, Kravchenko, 2021*). It is considered a means of an active arrangement of the territory, through which the public spaces are consumed (*Visconti, Sherry, Borghini, Anderson, 2010*).

Currently, the uneven distribution and availability of open public spaces, particularly pedestrian streets in cities, brings to the fore the need to take this aspect into account in urban planning. Moreover, it should take into account the interests of the community, and be participatory (*Mezentsev, Provotar, Palchuk, 2020*). A participatory approach to urban planning contributes to growing responsibility, and mutual understanding, and increases the legitimacy of decisions (*Michels, De Graaf, 2010*).

The purpose of the study is to analyse socio-spatial differences in the development of the inclusive infrastructure of a large city. The research questions are the following: what are the socio-spatial differences in the development of the inclusive infrastructure of pedestrian streets of Poltava in the inner city, in the industrial zone and in the new-build residential area; what is the city residents' vision of the problems and priorities of the inclusive development of Poltava; what should be the functional occupancy of active floors of buildings on the pedestrian streets of Kropyvnytskyi to ensure active contact with visitors to such public spaces.

Methodology. This research is based on the data obtained from observations and structured interviews conducted in January-March 2022 in the cities of Poltava and Kropyvnytskyi. To conduct a study of socio-spatial differences in the development of inclusive infrastructure in the city of Poltava, three research areas were chosen – streets located 1) in the city centre area (Pylyp Orlyk Street), 2) within the industrial zone of the reinforced concrete products factory ("ZBV area", "ZBV" – "zalizobetonni vyrobv," i.e. reinforced concrete products in Ukrainian) and in the new-build Ohnivka residential area. The criteria for the selection of cases were the location within the city in zones with different functional purposes, the street construction period, and the socio-economic purpose of the building. A study of characteristic and typical (representative) parts was carried out according to the list of objects in each of the research areas. To conduct an urban analysis of pedestrian zones in the city of Kropyvnytskyi, two sections of streets located in the central part of the city were chosen. The mapping was used to visualise the functional fullness of the active floors of buildings and display the categories of their facades within the selected streets as urban public spaces.

Results and Discussion. An important condition for the residents' integration into the social life of a large city is ensuring the availability of various types of infrastructure. Public transport infrastructure refers to the availability of various means of transport and their facilities. With regard to the street and social infrastructure, this concerns the availability of parking spaces, elevators and escalators, arrangement of platforms of railway transport stations, public transport stops, sidewalks, a pedestrian (ground) and underground crossings, public spaces, places of rest, cultural institutions, etc.

The research of socio-spatial differences in the development of inclusive infrastructure in Poltava included an inspection of internal (service facilities, such as shops, food establishments, pharmacies, medical facilities, educational institutions, etc.) and external (crosswalks, sidewalks) locations in the study areas.

The layout of the central part of Poltava (with the exception of the Round Square) is dominated by low-rise block buildings, which is typical of the European urban planning tradition. However, in the same central part, new residential complexes have been built as prestigious residential areas, and single-family detached houses are widespread. Pylyp Orlyk Street, chosen for the research, is located in the central part of the city on a hill and stretches from Soborna Square to Monastyrska Street, connecting the Holy Assumption Cathedral and the buildings of Poltava National Pedagogical University. Historically, it was dominated by one-story buildings with 3-5-7 and even nine windows. Some of them are preserved, and new multi-storey residential complexes have been built on the site of others. Seven objects were analysed on Pylyp Orlyk Street, including the Produkty store, a playground in the Sonyachnyi Park, the Komora restaurant, First Dumpling Manufactory, Lyceum No. 14 Zdorovya, SmartMed specialised medical centre, and Poltava-Bank. The main finding of the field research are as follows:

- no establishment has parking for people with disabilities, tactile warning tiles in front of the entrance, or an entrance equipped with a lift within a radius of 50 meters, and only two have a ramp (one of them is not very useful, as it has an angle of inclination of about 30 degrees);
- there are steps in front of the entrance to each facility, with the only exception being the bank;
- the width of the entrance doors to the different facilities ranges from 90 to 70 cm, except for the bank, where half of the door that opens is 60 cm wide;
- there are 2-3 cm high thresholds at the entrance to each facility;

- there are no automatic sliding doors or a button to open them, but there is a bell after the stairs in the medical centre and a bell in the bank;
- textual information inside any facility is not duplicated in Braille;
- inside the facilities, stairs and other obstacles are not marked, and the width of aisles and doors are more than 90 cm only in the grocery store and in the medical centre.

Crosswalks and sidewalks were selected for the initial inspection of external locations in the central district. None of the crosswalks at the intersections of Pylyp Orlyk Street with Sholom Aleichem Street, Hohol Street, Konstytutsii Street, Spaska Street, Panyanskyi Boulevard, and Sobornyi Maidan Street is regulated and does not have sound signals. The sidewalks near the newly built residential complexes at 1a and 26 Pylyp Orlyk Street also do not have tactile warning tiles.

To represent Poltava's industrial zone, it was chosen a section of the ZBV area, around which there are both operating and non-functioning factories. The whole industrial zone is "stitched" with a railroad track. This area was developed in the 1960s after the construction of industrial enterprises and the need to build housing for workers nearby. Part of Marshal Biriuzov Street (bounded by Petro Yurchenko Street and Velykyi Lane) and the courtyards located on it were selected to assess the inclusiveness of the urban space of the ZBV industrial area.

The following facilities were analysed on Marshal Biriuzova Street: the Optovychok supermarket, a playground, pharmacy No. 8, Kulynichi store-cafe, school No. 11, Viva dent dental office, and UkrPoshta post office. The results of the research revealed that only the pharmacy has all the physical signs of inclusiveness. Other establishments do not have parking for people with mobility disabilities within a 50-meter radius, tactile warning tiles in front of the entrance, or an entrance equipped with a lift; textual information inside the establishments is not duplicated in Braille. Only the school and the dental office have steps at the entrance, and only the dental office has a bell at the entrance. The width of the entrance doors to different facilities ranges from 90 to 70 cm, and there are thresholds from 1 to 8 cm high in front of each facility, including a high threshold of 8 cm at the Kulynychi store-cafe. Inside the establishments, stairs or other obstacles are not labelled, and the width of aisles and doors exceeds 90 cm only in the pharmacy and post office.

To check the external locations there were selected crosswalks on Shevchenko Lane, Petro Yurchenko Streets and Marshal Biriuzov Street, through the ATB supermarket parking lot, sidewalks on Velykyi Lane (the sidewalk is being built narrow (90 cm), there is no bike path or parking on the sidewalk), on Marshal Biriuzov Street (the sidewalk is wide (3-4 m), the bike path is good-for-nothing, there is no parking on the sidewalk), the courtyard at 54 Marshal Biriuzov Street (sidewalk repaired, entrances to the buildings are inclusive, there are many green spaces, parking is well organized), to the public space near the ZBV bus stop (sidewalk is 1 to 2 meters wide). The exploration revealed only one regulated crossing and only one place had a tactile warning tile.

Among the residential areas of Poltava, the Ohnivka area was chosen, which was built in the 1970s – the 2000s. Construction of new houses is still underway. In the centre of the neighbourhood, there is a public garden, but the real "highlight" of the area is the nearby cascade of Pushkarivski ponds and the green public spaces around them. A mini viewpoint with benches and a view of the ponds was arranged on the neighbourhood margins. To assess the inclusiveness of the urban space, the testing ground ring of Stanislavskoho, Kolektyvna, and Ohnivska streets, as well as the courtyards of the houses located there, were chosen. The case of the Ohnivka area involved the exploration of such objects as the Marketopt supermarket, a sports ground, the Optovyh Tsin Pharmacy, the Urban cap coffee house, school and kindergarten "Poltava educational complex No. 16", Kinder dentistry, housing and communal services of the Poltava house-building complex. The result of undertaken research revealed:

- no facility has a parking lot for people with mobility disabilities and an equipped entrance within a radius of 50 meters;
- tactile warning tiles in front of the entrance are provided by medical facilities – pharmacy and dentistry;
- school and kindergarten, dentistry and housing and communal services have stairs at the entrance to the building, and the facilities also have ramps (but only two of them are user-friendly);
- the width of the entrance doors to different institutions ranges from 80 to 90 cm, and the thresholds in front of each institution are 2-3 cm high;
- only the pharmacy has a button that opens the door;
- inside the facilities, textual information is not duplicated in Braille, with the exception of the pharmacy;
- inside the facilities, stairs or other obstacles are not labelled, and the width of the aisles and doors are more than 90 cm only in the supermarket, pharmacy and coffee house.

For the initial inspection of external locations in the Ohnivka area, we selected sidewalks on Stanislavskoho, Kolektyvna, and Ohnivska streets (there is a bike path), a crosswalk near the Stanislavskyi Rynok bus stop, sidewalks of courtyards on 2/14 Stanislavskoho Street, 6 Kolektyvna Street, 5 Ohnivska Street, and 3a Shchepotieva Boulevard, 6, 8, and 10 Stanislavskoho Street. It was found that there are no regulated crossings in this area, and tactile warning tiles are present only in two locations.

As for the field research of external locations, similar problems were identified for the three selected cases in Poltava. First of all, these are poor quality sidewalks (pits up to 8 cm deep); insufficient width of most sidewalks; street overparking in all study areas; a small number of bike paths in the city and shortcomings in their planning. We can also talk about some problems with the location of green public spaces, which are concentrated in the central part of the city, although Poltava is a fairly green city.

The research showed that there is a definite spatial inequality in the intensity of the identified problems. So, the deepest pits and the largest number of them were recorded in the Ohnivka area. It also turned out to be the most overparked. With rather dense buildings, many houses do not have parking spaces or their number is insufficient. A high concentration of parked cars is also characteristic of the central part of the city, where they gather around places of work and in new residential complexes. The least parked area is the ZBV district (although there are tin garages there, parking is mostly organised).

As for the arrangement of courtyards, there are also spatial differences in the city. For example, the ZBV industrial area (old buildings) has entrances without steps and many green spaces. In the Ohnivka residential area and in the city centre area, there are stairs in every entrance, and residents equip ramps as needed. In all three cases, residents are trying to improve the arrangement of the adjacent territories on their own (Fig. 1).

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Fig. 1. Residential areas and courtyards arranged by locals in Poltava: (a) ZBV industrial area, (b) Ohnivka new-build residential and (c) city centre area [photo: K. Kutova]

Nine structured interviews were conducted with residents from three selected areas in the city of Poltava. These interviews focus on residence safety, transport accessibility, and compliance of social infrastructure with the residents' requests and needs. Based on the analysis of the interviews, some peculiarities were revealed. In particular, it was found that the residents of the city centre and Ohnivka residential areas feel safe in the urban space, whereas in the ZBV industrial area, only male dwellers feel completely safe.

> *It is safe here [in the city centre]. At the age of 9-10, children already go to the swimming pool, to the music school* (C03)

With regard to public transport accessibility, there were complaints from elderly people about the lack of a trolley line in the Ohnivka area. Moreover, the construction of a trolleybus line to Ohnivka was planned in the Economic and social development program of Poltava as early as 2015, but to no avail. In general, interviewees are satisfied with the number of public transport facilities and routes within the city but are not satisfied with the quality of vehicles.

> *There is [public] transport, but in what condition is another question. Dirty marshrutkas, buses, trolleybuses* (Z03)

According to the interviewees' assessment, the available social infrastructure in the studied areas corresponds to the level of their incomes. However, not all areas offer certain services right next to your place of residence. So, for example, residents of the Ohnivka residential area are not satisfied because of the lack of cultural, entertainment and art facilities there. Residents of the ZBV industrial area also noted the same.

> *The city centre has everything* (C02)
> *Cultural and leisure facilities are located only in the centre* (O01)

In Poltava, such facilities are concentrated mainly in the central part of the city. Nevertheless, the residents of the city centre point out the lack of leisure activity facilities for teenagers and sports infrastructure. They are not satisfied with the continuous increase in the number and spatial expansion of cafes and restaurants, especially with terraces which often occupy "half of the street."

The attitude to cars in the courtyards is different and to some extent divided. The attitude to cars in the courtyards is different and divided. Thus, in the ZBV area, interviewees support the idea of yards without cars (authors' observations confirmed that parking spaces there are orderly and the yards are not overcrowded with cars). Interviewees from the Ohnivka residential area, where there is an obvious problem with a large number of parked cars, are in favour of maintaining a balance: restriction for outsiders and permission to park the cars in the yards for residents.

> *I like the idea [of yards without cars], but it seems to me that it is impossible to implement it in my neighbourhood, otherwise it will be necessary to demolish every building and rebuild everything* (Z02)

The residents from the city centre area have a similar vision. They support orderly parking, but in the yard:

> *We need to have organised parking, and we have arranged it here. Our neighbours from another building have not, they park [the cars] on the lawn and playground. This should not be the case. The cars should be arranged, but I do not support taking them somewhere (C03)*

The opinion of the interviewees regarding the importance of inclusive development was quite unexpected. All ZBV area residents consider this issue important, but not all of them find it key when choosing a place to live. Ohnivka area residents mostly support inclusive development. Moreover, new sidewalks with inclusive planning in mind have appeared in the neighbourhood. But residents complain that in some places new sidewalk arrangement has low quality:

It's usually scary to see arrangements for people with special needs made just "for a tick", not for comfort or convenience (O01).

The residents do not think about the issue of inclusivity for the most part. Their opinions are divided:

> *All people should have equal opportunities to have quality living conditions* (Z01)
> *It is not necessary to convert every place to an inclusive one* (C03)

ZBV industrial area residents are most satisfied with the changes in the neighbourhood, while the Ohnivka area residents are less satisfied, and city centre area residents claim that there are no changes in the neighbourhood.

> *There are changes, but it is possible to do better* (Z03)

The most preferred residential area of all respondents is either their neighbourhood or the city centre:

> *My district is the best for me* (C01)
> *In the centre [I would like to live]. There is sufficient social infrastructure and many parks* for *recreation* (Z01)

The study of pedestrian streets as city public spaces in the context of socio-spatial inequality of inclusive development infrastructure entails investigating their meaning and functions *(Oranratmanee, Sachakul, 2014)*. Two case streets were chosen in the city of Kropyvnytskyi.

The first case is a section of Teatralna Street, which is located in the historic area, running from Neuhaus Street to Velyka Perspektivna Street. This area combines classicism-style and brick modernism masterpieces (there are 17 objects of historical heritage are located here) and sites of attraction for residents (theatres, cafes, shops, parks, etc.). The street, established in 1847 under the city's growth, has served as a connecting link between the cavalry buildings and the central square. Later, the street evolved into a place of cultural activities with theatres, a cinema, a library, and various cultural events. In the 20-21 centuries, several architectural objects were lost. Since 2009, the street has become pedestrianised.

The studied area is about 650 m long and is divided into four blocks of 120–150 m in length. On the street, there are low-rise buildings (1-3 floors), except the house on the corner of V. Chornovola Street and the building housing the Kirovohrad Regional State Administration. The street is characterised by a "human" scale which creates psychological comfort *(Gukalova, 2019)*. The functions of the establishments on the first (active) floor, which are the most interactive, were identified (Fig. 2). Their distribution by categories of functions is as follows: 12 food, 12 offices, 12 retail, 2 educational, 2 cultural, 2 healthcare establishments, 1 industrial, and 6 objects are not in use.

Fig. 2. Functionality of the first active floors of buildings on Teatralna Street in Kropyvnytskyi

The first-floor facades of buildings, due to different types of interaction with people, have various effects on the perception of street space. For example, dull grey walls repel, and large transparent windows and doors, through which you can see what is happening inside, attract. In this context, the following categories of facades are distinguished *(Gehl, 2018)*: "active" facades which have transparent showcases, windows, and many doors, are characterised by high variability of functions, a distinct relief, and the absence of deaf and passive segments; "friendly" facades with quite enough transparent and open storefronts, windows, a variety of functions, relief, and many details; "mixed" facades with transparent or partially curtained windows and closed doors, several passive segments, moderate relief; "boring" facades with curtained or plastered windows, closed doors, almost no variety of functions, deaf

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sections, lack of details; and "inactive" facades of the blank walls, fences, abandoned buildings, etc., which are the least attractive and do not promote walking along the streets. More than 60% of the total length of our case street facades are "inactive" and "boring" (28.4 % and 32.4 %, respectively), 20.5 % are "mixed," and only 3.5 % are "friendly," and 15.2 % are "active" (Fig. 3). Administrative buildings, unused and abandoned buildings are examples of "inactive" and "boring" facades, while establishments engaged in street commerce are examples of "active" and "friendly" facades (like shops, cafes, etc.).

Fig. 3. Categories of the first-floor facades on Teatralna Street in Kropyvnytskyi

Green spaces ensure the comfort of street users, particularly during the hot season. On Teatralna Street, in the public garden and on Maidan Heroiv Square, there are 161 trees (22 small (up to 5 m), 136 medium (5-9 m), and three big (above 9 m)). Almost three-quarters of the trees are located in two blocks close to Maidan Heroiv Square.

The analysis shows that Teatralna Street can be divided into two parts. Buildings with shops, café and restaurants, and other services on the first floor are concentrated in one part. This subarea is actively used, although there are few trees here. Another part of the street is characterised by a high level of greenery, but at the same time, there are abandoned buildings, administrative buildings, and a gymnasium, which are not places for daily visits by most street users.

The improvement of the street as a public space claims for a design code for all buildings to reduce visual pollution (this applies to signs, advertising, air conditioning, facade decoration, balcony arrangement, etc.) as well as restoration or renovation of abandoned buildings to activate the space around them.

The second case is Heroiv Mariupolia Street, which began to take shape in the 1750s, even before the official creation of the city. Old Believers from the Chernihiv province who were engaged in trade and handicrafts settled here. The length of the studied area is 875 m. Excepting the "Kirovohradgaz" company building, Heroiv Mariupolia Street is characterised by low-rise buildings with a maximum of three floors. Almost 70% of all buildings are single-story. Heroiv Mariupolia Street was not the main street and, accordingly, it was not commercial and business. As a result, a significant part of the street is used for residential purposes. Only sections close to the central Velyka Perspektyvna Street are more commercialised.

The distribution of functions of the establishments located on the first active floors of Heroiv Mariupolia Street studied section are as follows (Fig. 4): 44 housing objects, 2 food, 4 offices, 10 retail, 1 educational, 1 cultural establishment, 1 industrial, and 1 object with no active first floor.

Fig. 4. Functionality of the first active floors of buildings on Heroiv Mariupolia Street in Kropyvnytskyi

The activity on the first floor's facades also reflects the residential character of the street section. Most of them belong to the categories of "boring" (mainly they are the walls of the houses) and "inactive" (fences, gates, and blind walls). Some areas with commercial activities (retail, service, food establishments, and offices) are related to "mixed" and "friendly" facades. There are no "active" facades on the street.

The greening of the street is relatively weak. On the street and neighbouring green spaces, there are only 76 trees (44 medium and 32 big). In some areas, there are no trees at all and in some cases, the tree remains without a crown after it has been cut down. Thus, the section of Heroiv Mariupolia Street, where the residential function prevails, is characterised by low activity on the first floors and interaction with passers-by.

Conclusions. Large Ukrainian cities are characterised by essential socio-spatial differences in the development of inclusive infrastructure between the city centre, industrial and new-build residential areas. The finding from the interviews and observation results analysis gives grounds to assert that the further development planning of the city of Poltava should consider different age groups' interests: elderly people's interests in the Ohnivka residential area, and teenagers' interests in the city centre area. Another important way to improve the situation is related to ensuring an even distribution of cultural, art and entertainment facilities within the city, and preventing their concentration in the central part, which caused spatial inequality in their accessibility. At the same time, in order to strengthen interaction and increase the activity of the use of pedestrian streets as public spaces, a key factor is the growing functionality of the first floors of buildings. Therefore, city planning should definitely be inclusive and involve the awareness and acceptance that all people are different. Moreover, the barriers that prevent people from being included in the life of communities should be overcome. And all future changes in cities should consider the context of integrated and sustainable development.

Implementation of the results of this study in the elaboration of strategies for the development of the cities of Poltava and Kropyvnytskyi will allow taking into account urban inclusiveness priorities and contribute to considering the interests and needs of all categories of city residents to eliminate spatial disparities in the social and economic development of the cities.

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СОЦІАЛЬНО-ПРОСТОРОВІ ВІДМІННОСТІ РОЗВИТКУ ІНКЛЮЗИВНОЇ ІНФРАСТРУКТУРИ У ВЕЛИКОМУ МІСТІ

Поняття інклюзивності розвитку міст не є новим. Сучасне трактування терміну пов'язують із рівним доступом усіх соціальних груп населення, незалежно від віку, статі, стану здоров'я, статків тощо до повноцінної життєдіяльності як рівноправних членів суспільства. Власне інклюзивність розвитку є одним із індикаторів виміру якості життя мешканців міста у контексті зручності, комфортності, доступності послуг і простору для містян. Вона демонструє рівень інтеграції всіх громадян у соціум. Наведено результати дослідження соціально-просторових відмінностей розвитку інклюзивної інфраструктури великого міста. Інформаційною базою дослідження є дані спостережень і структурованих інтерв'ю, проведених у січні – березні 2022 р. у містах Полтава та Кропивницький. Критеріями вибору дослідницьких ділянок були розташування у міському просторі у різних за функціональним призначенням зонах. Здійснено дослідження характерних і типових (репрезентативних) частин за переліком об'єктів кожної із дослідницьких ділянок у Полтаві та Кропивницькому. Картографічний метод дослідження використано для візуалізації функціональної наповненості активних поверхів будівель і відображення категорій їхніх фасадів у межах обраних вулиць як публічних просторів міста. Визначено, що для Полтави характерні соціально-просторові відмінності розвитку інклюзивної інфраструктури пішохідних вулиць міста у межах центральної частини, промисловій зоні та у новозбудованому спальному районі. Здійснено аналіз функціональної наповненості активних поверхів будівель та визначено категорії їхніх фасадів на пішохідних вулицях Кропивницького. За результатами проведених інтерв'ю із жителями Полтави сформульовано проблеми та пріоритети інклюзивного розвитку великого міста. Використання отриманих результатів дозволить урахувати особливості інклюзивного прогресу та сприятиме врахуванню інтересів і потреб усіх категорій жителів міст для усунення просторових диспропорцій.

Ключові слова: місто, вулиця, інклюзивна інфраструктура, просторові відмінності, Полтава, Кропивницький.