



Chapter 8

Social Logic of Space, Public Transport Accessibility, and Urban Logistics Interaction in Refugee Dense Districts of Izmir

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ABSTRACT

Refugees are an important issue in terms of the socioeconomic aspects of sustainable urban logistics. Uncertainties in their population sizes, places of residence and work make transportation decisions difficult. This chapter aims to examine access to public transportation and predict potential human movement in the refugee-dense districts of İzmir, which is the 8th city with the highest Syrian population in Türkiye. In this chapter, Syrians are considered refugees due to mass-forced displacement and social conditions. Using space syntax methods, segregated or integrated areas were identified, and the accessibility was measured by network analysis. Spatial configurations were evaluated based on population size and land use. Considering the size of the refugee population, the social logic of space is understood more realistically. Comprehensive strategies are needed for reducing spatial segregation and social exclusion of refugees, including land use planning, public spaces, and transportation services. Additionally, it is important to consider urban logistics ethics in this process.

1. INTRODUCTION

Lefebvre (1991) highlighted space as output by putting forward hypothesis of “Social space is a social product”. Space is a part of social life, and social life is also part of space (Özer, 2014). Space syntax

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presents the social logic of space. Every society produce own space by using their original spatial practice which is influenced by daily life and social activities (Lefebvre, 1991). Mobility of population affects production of space. Mass migration of Syrian to Türkiye is one of the milestones for process of producing space. Analysing results of mass migration is important to determine administrative logistic plannings, such as housing, transportation, and distribution of refugees (Çalışkan and Kaya, 2021; Hübl et al., 2017).

Transportation influences relationship between space, place, and society (Mirza Girgin and Hülür, 2021; Yago, 1983). Transportation is one of subjects of sociology since it has perspective of human/passengers (Mirza Girgin and Hülür, 2021). From aspect of sociology of public transportation, context, transportation mode, and passengers' socio-economic profiles give different outputs. Vehicles of public transportation are mobile venue which offers opportunities of meeting and interacting of people from different social, economic, and cultural conditions (Mirza Girgin and Hülür, 2021). The bond between public transportation and equality in fields of gender, economic-status and ethnicity has generally revealed. Although it is assumed that public transportation' vehicles have passengers in heterogenic structure, inadequacies of economic and physical accessibility lead to homogeneity (Mirza Girgin and Hülür, 2021; Bateman and Brown, 1968). It refers to inequality. Notably, poverty is a one of main reasons of inequality. Social status, poorer, younger, elderly, disabled people, women, ethnic minorities, and refugees may be given as examples of those exposed to inequalities. These characteristics are effective on preferences of public transportation and access to public services. Those with sensitive characteristics confront inequalities in many public services. Transport network design and accessibility involve intense interaction (Gulhan et al., 2018).

Considering the increase in Syrian population in Türkiye, the country has had more complex structure in terms of cultural, social, demographical, and economical. The change in space, land uses and transport networks direct urban mobility. The space syntax method shows that there is a significant statistical relationship between movement fabrics observed and network analyses (Özer, 2014). Transportation is critical issue for urban mobility, and choice of living and working places of refugees. As a public service, transportation provides the access to other public services and socio-cultural land uses. In İzmir, buses from public transport modes have more accessibility due to transportation networks than other public transport modes. Therefore, bus stops' service areas and connectivity of spaces give ideas for predicting refugees and citizens movement.

This chapter will investigate refugee-dense spaces and relationship of Syrian refugees with space by using space syntax methods and network analysis. Firstly, recognition of refugee in Türkiye, and spatial distribution of refugees according to their living and working places in İzmir will be presented. In following part of this chapter, changes in space due to the increase in Syrian population will be examined by the notions of spatial concentration and spatial segregation. After doing that, studies in the literature were investigated. Finally, case study of three districts with high Syrian populated of İzmir will be analysed by space syntax and network analyses. This chapter will be ended up with public transportation solutions especially, and proposals about spaces.

2. BECOMING A SYRIAN IN TÜRKİYE

Syrians in Türkiye are under temporary protection status. According to UNHCR (United Nations High Commissionaire of Refugees), Türkiye is a country which has the most Syrians. Number of Syrian under

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