

Urban Inclusiveness and Perception of Class Mobility -- From the Perspective of Floating Population

Marco Desogu¹, Elisa Casu^{2*}

^{1,2} University of Cagliari, Cagliari, Italy

*Email elisa.casu@tiscali.it

ABSTRACT

Improving people's sense of happiness and gain is the meaning of the title of inclusive city construction. Paying attention to the individual's subjective perception of class mobility can promote the orderly mobility of social classes and promote social structural changes. Based on the data of China Labor-force Dynamic Survey (CLDS) in 2016, this paper empirically analyzes the impact of urban inclusion on class mobility by using the Ordered Probit model. The results show that the probability of intra-generational upward mobility perception increases by 0.0897 and the probability of inter-generational upward mobility perception increases by 0.0617 for each unit of urban inclusion. This result is still robust after removing extreme values and changing the definition of perceived class mobility. Considering the endogeneity of urban inclusion, this paper uses Conditional Mixed Process (CMP) estimation to effectively reduce the bias caused by Ordered Probit model estimation. Further mechanism analysis shows that urban inclusion can positively affect the social network of floating population and then affect their sense of class mobility. Heterogeneity analysis found that the positive impact of urban inclusiveness on the perception of class mobility was the largest in the central region and the floating population of agricultural household registration type. Therefore, the relevant national departments still need to introduce some policies, pay attention to the accumulation of human capital, and continuously enhance the upward mobility perception of the eastern and western regions and non-agricultural Hukou groups while improving the urban inclusiveness, so as to enhance their "sense of access".

Keywords: Perception of Class Mobility; Urban Inclusion; Conditional Mixture Process

INTRODUCTION

According to data from the National Bureau of Statistics in 2018, the national floating population was 241 million, accounting for 17.27% of the total population. The large-scale floating population is a key group that needs to be paid attention to promote the high-quality development of Chinese economy and deal with the interests of all parties. Since the 18th National Congress of the Communist Party of China, how to promote new urbanization and the social integration of floating population has been an important issue. In this context, improving urban inclusiveness, paying more attention to disadvantaged groups, and gradually solving inequity and injustice to promote the social integration of floating population and increase the attractiveness of cities have been put on the agenda. Maslow's hierarchy of needs theory [1] pointed out that once an individual has met basic physiological or life needs, he will tend to pursue higher-level spiritual needs and social needs, which explains the reasons for population mobility to a certain extent. Cities with a higher level of economic development obtain more employment opportunities, increase residents' income, change their current living conditions, and even reach a higher social class or achieve upward intergenerational class mobility. So can the improvement of urban inclusiveness affect the migrants' perception of class mobility while promoting their social integration? The thinking and empirical analysis of the above issues not only allow us to observe the changing trend of the floating population's perception of class mobility in the higher urban inclusiveness, but also provide relevant evidence for the impact mechanism of the perception of class mobility, and provide a new perspective for understanding the change of social stratification structure and class mobility. At the same time, it can provide a policy basis for the country to continuously promote urbanization, improve the attractiveness of cities, promote the social integration of floating population and give people more and more real sense of gain.

In the study of social stratification, class mobility is an important theme, which plays a key role in social harmony and stability. Existing literature has analyzed factors affecting class mobility from both subjective and objective dimensions, such as education, social capital, and institutional factors (household registration system and social security system, etc.). [2-4] Some scholars have also studied the impact of class mobility on issues of equity, income distribution, personal psychology, health and behavior, etc., and found that upward class mobility can improve the enthusiasm of individuals to participate in society, improve health, and promote happiness. [5-7] However, few literatures analyze the class mobility perception of floating population from the perspective of urban inclusiveness.

Although Jiang [8] pointed out that with the continuous advancement of industrialization and urbanization, the industrial structure will continue to be upgraded, the occupational

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structure level will be improved accordingly, and the individual class or social level will be improved. The concept of urban inclusiveness is not the same as the meaning of urban inclusiveness used in this article. It does not empirically analyze the quantitative impact of urbanization on class mobility, nor does it give any explanation on how urbanization process affects class mobility. This paper attempts to make up for the shortcomings of related research, starting from the factors that affect class mobility, taking the class mobility perception of the floating population as the research object, and using the Ordered Probit (Ordered Probit) model to analyze the urban inclusiveness of the floating population on their class mobility perception impact.

The results show that the more inclusive the city is, the easier it is for the floating population to have a sense of upward class mobility. This conclusion can be drawn whether it is intra-generational mobility or inter-generational mobility. The innovations and contributions of this paper have the following three points. Firstly, for the floating population, geographical mobility does not necessarily mean upward class mobility. For example, most floating population will replace the bottom groups in the local society and cannot achieve objective and factual class mobility. [9] Using the subjective reflection of objective class status-class mobility perception as a dependent variable can better reflect the "sense of gain" of the floating population, and can also measure social structural changes to a certain extent, and the literature on class mobility perception is seldom devoted to mobility.

Population is the research object, and this paper further expands the scope of the object of perception of class mobility. Secondly, the analysis of factors affecting the perception of class mobility mainly focuses on the national level, such as various policy and institutional reforms, individual-level talent or genetics, and acquired efforts, and there is little literature to analyze it from the social level. Starting from the urban inclusiveness, this paper goes a step further in the related research as an analysis of influencing factors affecting class mobility. Thirdly, this paper finds a mechanism for urban inclusiveness to affect the perception of class mobility of the floating population, that is, urban inclusiveness affects the social network of the floating population and then affects their perception of class mobility, and finds relevant evidence for the mechanism of affecting the perception of class mobility.

RESEARCH ELABORATIONS

Class mobility or social mobility refers to the changes in the social level in which an individual is located in a social stratification system. Blau [10] believes that class mobility not only affects people's class status and social resource allocation, but also affects individuals' behavioral willingness, lifestyle, cognitive ability and even values. Usually class mobility

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includes objective class mobility and subjective class mobility. Objective class mobility is the change of class status experienced by individuals and actually obtained, such as higher income, better jobs, etc., which can reflect the improvement of social status. Subjective class mobility, also known as class mobility perception, is people's perception of their own social class. The subjective feeling of change can reflect the individual's satisfaction with the existing class and living standard. [11].

At present, most literatures focus on the impact of class mobility on socioeconomic variables, individual psychology and behavior. For objective class mobility, it is generally measured by occupational mobility, because occupational categories integrate variables such as wages, education levels, and talents to better reflect social class. Wang & Chen [12] analyzed the relationship between intergenerational occupational mobility and fertility willingness based on the CFPS data in 2014, and found that the number of ideal children expected by the upward mobility of intergenerational occupations is relatively small, mainly because individuals want to improve their occupational classes, so they will compress, delay or even control fertility desire. Zhou & Zhang [13] found that children's inheritance of their parents' occupations would hinder intergenerational income flow and cause income inequality. For subjective class mobility, many scholars have noticed the impact of class mobility perception on individual psychology and behavior. Chan [14] pointed out that upward mobility has a significant positive impact on individual well-being, while downward mobility can significantly reduce individual well-being. When individuals perceive that they are separated from their original stratum, their individualism is significantly increased, they are more concerned about their own interests, and they will ignore collective interests and social interests, thus showing lower social or political participation. [15] The upward flow perception will improve the individual's health status, while the downward flow [16] will threaten the individual's health status, especially mental health, such as generating huge psychological pressure. [17] Sheng [18] measured class mobility from two dimensions, objective and subjective, analyzed the impact of expected class mobility and subjective perception on political trust, and found that individuals experienced objective upward class mobility and subjective upward class mobility can positively and significantly affect political trust.

In addition, the research on the factors affecting class mobility cannot be ignored, because finding relevant factors will help to improve the problem of class solidification and achieve fairness of opportunity. Regarding the class mobility (objective class mobility) experienced by individuals, Jiang [8] pointed out that institutional policy reforms such as distribution system reform, ownership reform, and household registration system reform are all important factors when analyzing which factors may affect class mobility during the transition period. Industrialization and urbanization, as well as individual predisposing or

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consequential factors, also affect class mobility. Some scholars believe that good educational opportunities can promote the upward mobility of intergenerational careers. [19] Some scholars have also proposed that education has an intergenerational effect on families with high social status, but has little effect on families with low social status. [20, 21] Shao & Zhang [22] used CFPS data and combined cost-benefit utility theory to empirically analyze the impact of relational capital (getting help when seeking help from others) on intergenerational career mobility, and found that upward mobility involves cost-benefit trade-offs, relational capital have a positive and significant impact on intergenerational occupational mobility. Wang & Wang [23] According to the 2012 CFPS data to study the relationship between social trust and intergenerational occupational mobility of rural labor force, it is found that social trust can significantly promote the upward intergenerational occupational mobility of rural labor force, and the influence of social trust weakens with the increase of mobility span. There are few related studies on the influencing factors of subjective class mobility perception. Xiang [14] mainly analyzes the impact of objective class mobility on subjective class mobility, and finds that objective mobility can indeed improve the perception of subjective mobility.

In view of the lack of analysis of the factors affecting subjective class mobility in the existing literature, this paper intends to start with urban inclusiveness and analyze the impact of urban inclusiveness on the perception of class mobility in order to find more factors that affect subjective class mobility and go further in theory.

Urban inclusion is a multi-dimensional concept, mainly including public services, social security, and social participation, which can reflect fairness and equality to a certain extent. Florida & Gates [15] pointed out that urban inclusion represents a city's tolerance, openness and diversity to various ethnic groups from all walks of life. Zheng & Lu [16] found that an inclusive city will provide unified services and guarantees for all residents, and will not treat them differently. For the floating population, the inclusiveness of the inflow area is mainly reflected in the household registration system, the ability to enjoy the same medical security as the local residents, and the issue of children's schooling in the local area.

Research on urban inclusion mainly focuses on the measurement of urban inclusion and the impact of urban inclusion on social integration and other socioeconomic variables. Since urban inclusion is a multidimensional indicator, how to measure it accurately is a key issue. Foreign scholars use the sum of the homosexuality index, the number of artists, the Bohemian index and the foreign population birth index to construct urban inclusiveness [18], and Qian [17] directly measured urban inclusiveness with the number of gay population and the number of artists on their basis. Many Chinese scholars start from the city level, set up some secondary indicators from the aspects of economic development, environmental friendliness and social services, and combine the principal component analysis method to build urban inclusiveness

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[18, 19]. A few scholars measure urban inclusiveness from the individual level. Zhou et al. [20] used the medical insurance and endowment insurance enjoyed by the floating population, their children's enrollment in the local area, the community services they enjoyed, and the time they lived in the local area. The principal component analysis method extracted representative components (eigenvalues greater than 1) to construct a comprehensive index of urban inclusion at the individual level.

In addition, some scholars take urban inclusion as a key explanatory variable to analyze its impact on some economic variables. Li & Wang [11] analyzed the relationship between urban inclusiveness and the social integration of floating population in my country using dynamic monitoring data of floating population, and found that if a city is more inclusive, the life or employment of floating population will be more stable. It is easier to settle here, and they are more willing to settle in the inflow area for a long time. Zhou et al. [20] took the floating population as the research object and studied the impact of urban inclusiveness on the floating population's entrepreneurial choices, and found that urban inclusiveness can positively and significantly affect the entrepreneurship of floating population.

Munshi [21] combined the utility function and used the cost-benefit trade-off analysis to construct a theoretical model of intergenerational occupational mobility. The previous literature pointed out that occupational mobility can reflect class mobility to a certain extent, so this paper also attempts to construct a simple utility function to explain the relationship between urban inclusiveness and class mobility. Assume that the endowment or ability of individual i is E_i , and E_i uniformly distributed from 0 to 1, and R_u is the reward of a unit of endowment or ability in u 's class. The higher the class, the more reward per unit of endowment. Therefore, the utility of an individual with endowment E_i after entering the class u is $U_i = R_u E_i$. There are certain obstacles to the mobility between different classes, and individuals must pay a certain cost in order to achieve upward class mobility. Let the cost of moving from class u to class v be C_{uv} . Downward mobility will cause utility loss. It is assumed that there is no additional cost for individuals to choose the same class. As a rational person, in order to reduce utility loss as much as possible, individuals will not choose downward mobility. In order to simplify the analysis, only upward class mobility is discussed here. Obviously, only $E_i R_u \geq C_{uv} + E_i R_v$, then individuals will choose to flow from class u to class v . The more inclusive a city is, the more likely it is for the floating population to achieve equality of opportunity. After meeting their basic living needs, they can enjoy more social security, public services, etc. To a certain extent, this can reduce the upward channel or the upward mobility cost of the class C_{uv} . If C_{uv} becomes smaller, $E_i R_u \geq C_{uv} + E_i R_v$ is more likely to be established, and individuals will subjectively think that it is easier for them to achieve upward class mobility (upward class mobility perception). Therefore, urban inclusiveness is likely to be positively

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related to the perception of upward class mobility. From this, hypothesis 1 can be put forward as follows:

Hypothesis 1: The higher the inclusiveness of the city, the easier it is for the floating population to have a sense of upward class mobility.

In addition, through which channels can urban inclusiveness affect individuals' perception of class mobility? We know that the higher the inclusiveness of the city, the higher the integration of the floating population into the local area, which means that the local people are more accepting of the floating population. For example, when the floating population integrates into the inflow area, they will establish more connections with local residents, enhance mutual familiarity, and form so-called social networks or social capital. On the other hand, some scholars believe that China is a relational society, and social networks will facilitate the communication of social network members to obtain more information or get help from others to find a job or even a promotion. [3, 14] After getting acquainted with each other, local people may be willing to use their personal connections to provide migrants with better job channels, or even help them find better jobs, then once the migrants gain more stability and higher income after the job, he subjectively believed that his class had been promoted. Lin [22] pointed out that social capital improves the chances of obtaining higher status or class in terms of acquiring resources in the study of social network and status or class acquisition. Therefore, urban inclusion is likely to affect the perception of class mobility by affecting the social network of the floating population, which is the second question to be verified in this paper. This is the second hypothesis of this article:

Hypothesis 2: Urban inclusiveness affects migrants' perception of class mobility by positively affecting their social network

This paper uses the 2016 China Labor-force Dynamic Survey (CLDS) data, which takes the labor force population aged 15-64 as the survey object, and establishes three levels of follow-up surveys including individuals, families and communities. It involves the fields of population, economy, psychology, society and health, and focuses on the occupation, occupational mobility, class, education, economic and political development of the community, and family property income, consumption, family donation and other issues. The 2016 sample covers 29 provinces and cities in China, with 21,086 samples from the individual database, 14,226 samples from the family database, and 401 samples from the village database. Referring to the practice of the CLDS personal questionnaire, individuals with household registration in other townships and sub-districts in the county (county-level city, district) and outside the county are defined as floating population. After deleting missing values, 2509 floating population samples were finally obtained.

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This paper considers the perception of intra-generational class mobility (Introclass) and the perception of inter-generational class mobility (Interclass). The relevant questions in the CLDS questionnaire are "Which class do you think you are at now?", "What do you think you are 5 years ago?" On which level?" and "Which level do you think your family was on when you were 14 years old?", the values range from 1 to 10, representing the bottom-top level in order, refer to Chen et al. [16] and the method of Xiang [14] is to use the current level he perceives minus the level five years ago to measure the perception of intra-generational mobility. If the difference is less than zero, it represents the perception of downward intra-generational mobility, then Introclass=1; If the value is equal to zero, it indicates the horizontal intra-generational flow perception, then Introclass=2; if the difference is greater than zero, it means that the current level is higher and there is an upward intra-generational flow perception, then Introclass=3, which is a categorical variable, as shown in Table 1. It is known that the average value of intra-generational mobility perception is 2.291. Similarly, the current level perceived by the individual minus the level of the family at the age of 14 is used to measure the perception of intergenerational mobility. The perception of downward, horizontal and upward intergenerational mobility is assigned as 1, 2, and 3, respectively, that is, the downward intergenerational mobility perception, Interclass=1; Perception of horizontal intergenerational mobility, Interclass=2; Perception of upward intergenerational mobility, Interclass=3. The average value of the perception of intergenerational class mobility is 2.304.

Urban inclusiveness (Cinclu) is a multi-dimensional indicator. This paper refers to the practice of Zhou [22] to measure urban inclusiveness at the individual level. The first-level indicators include social security, public services and urban attractiveness; the second-level indicators includesocial security includes whether there is medical insurance for urban residents (Healthcare), endowment insurance for urban residents (Fostercare), and whether there is work-related injury insurance (Injurycare); public services include whether there are sports grounds or fitness venues (Sport) within the scope of administrative divisions, and whether there are public libraries (Library); does the city's appeal include your potential to settle locally in the future? (Settledown), your neighbors in this community, the trust level of borrowers (Trust). Referring to the practice of Diamond [17], the principal component analysis method is used to reduce the dimensionality of the secondary indicators, and the representative first principal component information is extracted to construct the urban inclusiveness index.

Using STATA software, the seven related secondary indicators are processed by the maximum variance orthogonal rotation method, and four eigenvalues of urban residents' medical insurance, urban residents' endowment insurance, work-related injury insurance and whether there is a sports field or fitness place within the administrative division are obtained. For factors greater than 1, the cumulative variance contribution rate of these four factors is

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64.28%. Then, based on the standardized factor score, the variance contribution rate of each eigenvalue greater than 1 is used as the weight to calculate the urban inclusiveness score. The specific calculation is as follows:

$$\text{Cinclu} = (0.2085 * \text{Cinclu1} + 0.1632 * \text{Cinclu2} + 0.1456 * \text{Cinclu3} + 0.1255 * \text{Cinclu4}) / 0.6428$$

Cinclu1 represents medical insurance for urban residents, Cinclu2 represents endowment insurance for urban residents, Cinclu3 represents employment injury insurance, and Cinclu4 represents whether there is a sports field or fitness place within the administrative division. From Table 1, the maximum value of urban inclusiveness is 1.058, and the minimum value is -1.239.

Social network (Social) is the embodiment of personal relationships. Individuals own economic capital (such as gift money, communication expenses, etc.), power capital (such as administrative positions, community prestige) and cultural capital (the proportion of surnames, clan relations, etc.) reflect the size of its social network. Referring to the practice of Shao & Zhang [22], use relational capital to measure social network, and use “familiarity with residents in the community” to measure relational capital in individual questionnaires, Social=1 means very unfamiliar, Social=2 means not very familiar, Social=3 means average familiarity, Social=4 means relatively familiar, Social=5 is very familiar. It can be seen from Table 1 that the average value of the social network is about 3. On average, the degree of familiarity between the floating population and the residents of the community is neither high nor low.

Some scholars use the number of art performance groups owned by a unit population by region or the number of art performance groups by region to measure inclusiveness. [30] Referring to their practice, this paper combines the data of the China Statistical Yearbook to try to use the relatively exogenous variable of the logarithm of the number of art performance groups owned by a region (Artgroup) as an instrumental variable for urban inclusiveness. The number of artistic performance groups is a continuous variable, with a mean value of 3.84, a minimum value of 2.584, and a maximum value of 6.594.

Individual-level control variables include age (Age), gender (Gender), marital status (Married), education (Edu), health (Health), work unit type (Jobtype), political affiliation (Party), and urban-rural category (Urban).. The family-level control variables mainly include the father's occupation (Fjob), family size (Fscale), house (House), family income (Income), and car ownership (Car). The control variables at the city level mainly include population density (Density), per capita gross regional product (Grp), internet broadband access users (Webbond), foreign capital utilization (Fcapitalr), number of college students per 10,000 people (College) and financial environment (Fidebtr). These data come from the 2016 China Urban Statistical Yearbook.

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RESULTS AND DISCUSSIONS

Table 1. Descriptive statistics for the main variable

Variable	Observations	Mean	Standard Error	Minimum	Maximum
Introclass	2509	2.234	0.234	1	3
Interclass	1639	2.431	0.431	1	3
Cinclu	2500	0.015	-1.015	-1.239	4.5
Social	2540	3.100	0.100	2.001	5
Artgroup	2356	3.380	2.380	2.011	6
Age	2556	1712	11.12	3.988	5
Gender	2334	0.245	-0.041	0	3
Married	2766	0.341	-0.142	0	3
Edu	2567	4.353	2.057	2	6
Health	2367	4.055	1.005	1	6
Jobtype	2388	6.981	2.345	1	11
Part	2401	0.871	-0.331	2	10

Since the dependent variable class mobility perception in this paper is an ordinal variable with values of 1, 2, and 3 (downward, horizontal, and upwards increasing in turn), an ordered Probit model is selected for benchmark regression, taking intragenerational class mobility perception.

Introclass represents the i th individual's perception of intra-generational class mobility, and the values of intra-generational class mobility are 1, 2, and 3, indicating downward mobility, horizontal mobility, and upward mobility in turn. Cinclui is the inclusiveness of the city where the i th individual lives, Z_i is a series of control variables, including variables at the individual level, family level and city level, β_0 is a constant term, and μ_i is a random error term, and $F(\cdot)$ is a nonlinear function.

a α is called the cut point or critical value, which is the parameter to be estimated, and is called "cut" in the output result of STATA. There is some quantitative relationship between μ_i Introclass and i Introclass. From (2), when μ_i Introclass is less than the critical value α , the floating population has a downward perception of intra-generational class mobility ($1 \leq i$ Introclass =); when it is greater than but less than α , there is a horizontal perception of intra-generational class mobility ($2 \leq i$ Introclass =); when it is greater than α , there is an upward sense of intra-generational class mobility ($3 \leq i$ Introclass =).

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This paper reports that the marginal coefficient can more intuitively explain the quantitative relationship between urban inclusiveness and the perception of class mobility. The first three columns are the regression results of the intra-generational class mobility perception, and the last three columns are the regression results of the inter-generational class mobility perception. For the perception of intra-generational class mobility, the marginal effect of Cinclu on urban inclusiveness in column (1) is -0.0443, and it is significant at the 1% significance level, indicating that other conditions remain unchanged, the urban inclusiveness increases by one unit, the probability of the perception of intra-generational downward mobility decreases by 0.0443; the marginal effect of urban inclusiveness in column (2) is -0.0455, and it is significant at the 1% significance level, indicating that when other conditions remain unchanged, the urban inclusiveness per with an increase of one unit, the probability of the perception of intra-generational level mobility will drop by 0.0455. The results in the first two columns show that the higher the urban inclusiveness, the less likely the floating population will have the perception of downward or horizontal class mobility. Column (3) shows that the marginal effect of urban inclusion is found to be positive when moving upwards and is significant at the 1% significance level, indicating that when other conditions remain unchanged, each unit of urban inclusiveness increases the probability of the perception of intra-generational upward mobility by 0.0897. Similar conclusions can be drawn for the perception of intergenerational class mobility. When analyzing downward mobility and horizontal mobility, the marginal effect of urban inclusiveness is negative, but for the perception of intergenerational upward mobility, the marginal effect of urban inclusiveness is 0.0617, and it is significant at the 5% significance level, indicating that when other conditions remain unchanged, each unit of urban inclusiveness increases the probability of the perception of upward intergenerational class mobility by 0.0617. Therefore, the hypothesis 1 proposed in this paper has been verified, that is, urban inclusiveness can positively affect the perception of upward class mobility. This is similar to Zhou's [13] conclusion that inclusive urban construction can help promote the social integration of migrants and increase their sense of satisfaction.

Migrants have an upward sense of class mobility, which means that their basic living needs have been met and they are able to pursue higher-level needs. Then they can financially ensure that their children move with them and enjoy better social welfare. It will improve the openness and inclusiveness they feel in the influx of cities, and such reverse causality issues must also be concerned in empirical analysis.

To solve the endogeneity problem, the two-stage least squares method (2SLS) is generally used, but the hierarchical flow perception of the dependent variable in this paper is a discrete ordinal variable. If 2SLS is used, there may be a certain bias, so this paper tries to use

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Roodman [39] to propose The Conditional Mixed Process (CMP) of Conditional Mixed Process (CMP) conducts a two-stage estimation of the relationship between urban inclusion and perception of class mobility. The 2016 China Statistical Yearbook was combined with district and county codes to obtain the number of art performance groups (Artgroup) by region as an instrumental variable for urban inclusiveness. On the one hand, as a special group, art performance has its own unique environment and specific affairs. If a region has a large number of art performance groups, it means that the city is more inclusive and more open to culture. High, that is, there is a positive correlation between the number of art performance groups and urban inclusiveness, which satisfies the correlation of instrumental variables. On the other hand, the number of art performance groups in a certain region is relatively exogenous, which is not directly related to the class mobility perception of the floating population, and satisfies the exogenous nature of instrumental variables. In the first-stage regression, the number of art groups is used to regress the urban inclusiveness under the premise of adding the control variables in the benchmark regression, and the predicted value of urban inclusiveness is obtained; in the second-stage regression, the predicted value of urban inclusiveness obtained by the first-stage regression $Cinclu1$ and $Cinclu2$ are used as the key explanatory variable, and all control variables are added to regress the perception of intra-generational and inter-generational class mobility respectively mixing process.

The first two columns are the endogenous analysis of the perception of intra-generational class mobility. The estimated results in column (1) show that the number of art performance groups is significantly positively correlated with urban inclusion, which verifies the correlation of instrumental variables. In the exogenous test of urban inclusivity, the parameter $atanhrho_12$ represents the correlation between the random error terms of the first-stage and second-stage regression equations, and the null hypothesis is that urban inclusivity is an exogenous variable (i.e. $atanhrho_12=0$), From the endogeneity test parameter $atanhrho_12=0.762$ of the CMP regression results in the second stage of column (2), which is significantly positive at the 1% significance level, the null hypothesis is rejected, indicating that urban inclusiveness is an endogenous variable. At this time, The CMP estimation results are better than the estimation results of the benchmark model Oprobit model, which reduces the bias caused by omitted variables and reverse causality to a certain extent, and the impact of urban inclusion on the perception of intra-generational class mobility is still significantly positive. The last two columns are the results of the endogenous analysis of the perception of intergenerational class. It can be found that the coefficient of the number of art performance groups in column (3) is positive, and it is significant at the 5% significance level, indicating that the number of art performance groups can be positive affect urban inclusiveness and satisfy the correlation of instrumental variables. In the column (4), the impact of urban inclusiveness on the perception

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of intergenerational class mobility is positive, indicating that the higher the urban inclusiveness is, the easier it is for individuals to have the perception of upward class mobility. The parameter $\text{atanhrho}_{12}=0.870$, at the 1% significance level. The original hypothesis of exogenous urban inclusiveness is rejected, and it can be considered that urban inclusiveness is endogenous. Therefore, in the endogenous analysis of the perception of intergenerational class mobility, the CMP estimation results are still better than the Oprobit model. The positive effect of urban inclusiveness on perceptions of class mobility is still significantly established after addressing the bias caused by endogeneity. The instrumental variables selected in this paper satisfy exogeneity and correlation, which are consistent with Zhou's conclusion [30].

In order to test whether the regression results of the benchmark model are robust, this paper uses the method of changing the definition of the dependent variable and removing extreme values to test the robustness. From the benchmark regression results, we know that the marginal effect of urban inclusiveness on downward mobility and horizontal mobility is negative, and the marginal effect on upward mobility is positive. Now consider classifying downward mobility and horizontal mobility into one category, where upward mobility is defined as 1, horizontal mobility and downward mobility are defined as 0. At this time, both the intra-generational and inter-generational mobility perceptions are binary variables with values of 0 and 1. Combined with the value characteristics of the dependent variable, we now try to use the Probit model to analyze. The coefficient of urban inclusiveness in column (1) is still significantly positive, indicating that the positive impact of urban inclusiveness on the perception of intra-generational class mobility is still significant, and the robustness test is passed. Column (2) is the impact of urban inclusiveness on the perception of intergenerational class mobility. The results show that the two are significantly positively correlated, that is, urban inclusiveness can promote the perception of class mobility, and the robustness test is passed. Columns (3) and (4) are the regression results excluding extreme values. In order to reduce the impact of extreme values, this paper treats the data on the perception of class mobility and urban inclusion in the sample as extreme values at the 1% and 99% quantiles. The new variables generated are denoted as *Introclass1*, *Interclass1* and *Cinclu1*, respectively. From the regression results, it is found that the coefficient and significance of the urban inclusiveness *Cinclu1* in column (3) have not changed substantially after removing the extreme values. The conclusion that urban inclusiveness can positively and significantly affect the perception of intra-generational class mobility still holds, and the robustness Inspection passed. The coefficient of urban inclusiveness in column (4) is still significantly positive, indicating that the positive impact of urban inclusiveness on the perception of intergenerational class mobility is robust.

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From the regression results of the benchmark model, it is found that urban inclusiveness can positively affect the perception of upward class mobility, but which channel does urban inclusiveness affect the perception of class mobility? We need further analysis.

reports the regression results of whether the social network of the floating population can be used as a mediating variable for the influence of urban inclusion on the perception channel of class mobility. The first three columns are the analysis of the mediation effect of the intra-generational class mobility perception, and the last three columns are the analysis of the mediation effect of the intergenerational class mobility perception. It can be seen that when examining the perception of intra-generational class mobility, the coefficients of urban inclusiveness in columns (1) and (2) are significantly positive at the 1% and 10% significance levels, respectively, indicating that urban inclusiveness can positively affect the perception of intra-generational class mobility and social network, and further puts urban inclusiveness and social network into the regression. From column (3), it is found that the coefficient of urban inclusiveness becomes smaller, but it is still significant at the 1% significance level. The coefficient of the social network is significantly positive at the 10% significance level. Combined with the mediation effect model, it can be considered that urban inclusiveness can partially affect the perception of intra-generational class mobility through the social network, and the social network has an incomplete mediation effect. For the mediating effect analysis of the perception of intergenerational class mobility, column (5) urban inclusion can positively and significantly affect the social network of the floating population, and column (6) finds the coefficient of social network is significantly positive at the 1% significance level, but the coefficient of urban inclusiveness is not significant, indicating that social network plays a completely mediating role in the perception of intergenerational class mobility. Therefore urban inclusiveness can further affect the floating population's perception of class mobility by positively affecting their social network. As Shao & Zhang [22] Chaoyang believe, relational social capital contributes to the upward mobility of the whole society. In the mediation analysis, this paper can also find the positive impact of social network on the perception of upward class mobility.

CONCLUSIONS

A large body of literature has investigated issues related to class mobility, but few have analyzed it from the perspective of urban inclusion. With the help of CLDS data, this paper uses Oprobit model regression to analyze the impact of urban inclusiveness on the perception of intra-generational class mobility and inter-generational class mobility on the basis of controlling for variables at the population level, family level, and city level. The results show

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that there is a significant positive relationship, and higher urban inclusiveness will have a positive impact on the class mobility perception of the floating population.

This result is robust after using the conditional mixture process estimation to reduce the bias caused by endogeneity problems, changing the way the perception of class mobility is defined, and removing the influence of extreme values. The mediation effect model is further used to analyze the mechanism by which urban inclusiveness affects the perception of class mobility.

The results show that the impact of urban inclusiveness on the perception of class mobility can be achieved through the social network of the floating population. Two conclusions were found in the heterogeneity analysis. When the East-Central-West split-sample regression, the impact of urban inclusiveness on the perception of class mobility is the largest in the central region, followed by the west, and the smallest in the east. Groups with agricultural hukou are more likely to experience upward class mobility. The enlightenment brought to us by these conclusions is that the state should actively take measures to continuously improve the class mobility perception of the floating population in the western and eastern regions, which will help maintain social stability and harmony. Relevant departments should also pay attention to the accumulation of human capital of the floating population, and provide them with more opportunities for learning and training, which will help them feel the class changes in the ever-increasing urban inclusiveness and help them satisfy their "sense of gain".

This paper innovates the previous research from the factors that affect the perception of class mobility, but there are still some unresolved problems. Although the social network through which urban inclusiveness affects the perception of class mobility has been found, there may be other mechanisms of action, and these issues require further research in the future. In addition, moderator variables can affect the impact of urban inclusiveness on the perception of class mobility. If moderator variables are found, some policy suggestions can be made based on the regression results to continuously improve the "sense of gain" of the floating population. However, this paper has not found suitable moderating variables, which is a flaw of this paper. It needs further analysis before more reasonable policy recommendations can be made.

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