



Legal mobility networks in the literature from 2020 to 2023

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Abstract– A public transport system resulting from negotiation, mediation, conciliation, coordination and arbitration is synonymous with governance in terms of quality and security established between the needs of users and the authorities' strategies in terms of management and administration. In the present work, a model was specified for the study of the governance of public mobility and transport security. From a documentation of studies in the period 2020-2023 indexed in Copernicus, Dialnet, Ebsco, Latindex, Publindex, Redalyc, Scielo, Scopus, WoS, Zenodo we proceeded to analyze their findings and select the determinants of governance to specify their correlation trajectories. It warns of the exclusion of factors such as satisfaction and entertainment, considering the priority to establish a fair collection that reduces subsidies and courtesies, as well as the constant increase in the cost of the service.

Keywords: Governance, management, self-management, co-management, mobility, security

INTRODUCTION

In the context of public safety, the state has generated propaganda that legitimizes their stewardship in the management and administration of public mobility through the dissemination of investment in video systems - security, training of specialized police or programs checkpoints and support in toll booths, federal roads and bridges. However, robberies, kidnappings, accidents and aggressions against users have generated a counter propaganda that not only discredits the rector of the State, but also replaces it with a system of citizen self-management that consists of the prevention of crime through the dissemination of alleged criminals, routes of fear or police corruption, as well as the systematic denunciation through testimonies and video recordings before the media, while self-defense actions such as the capture of delinquents or lynching's are gestated [1].

It is possible to observe that the management of the State and citizen self-management are opposed, even though they share the objective and goal of public security, the distrust of the citizens towards their authorities has prospered in a scenario of defenselessness or civil despair that translates into his self-defense [2]. This is a scenario in which the social diagnosis, the intervention of the Social Work and the evaluation of said intervention are convenient. In virtue of which the history of the discipline shows the development of

an integrating model of state management and social self-management [3].

Since its inception, Social Work has mediated between the needs of civil society and state policies, but the differences between political and social actors have led to intermediation crystallized in a socio-management model. This is so because the inclusion of citizens in the political sphere and the inclusion of the rulers in civil affairs is increasingly necessary, although excluding every time that the State's management imposes itself on the citizen's self-management, or, the civil participation more and more it is institutionalized, but without obedience or conformity to the government's observed corruption [4].

Socio-state co-management states that there are more similarities than differences between authorities and users of public transport, such as efficiency in mobility and transfer security, although the establishment of rates seems to be a pending issue between the government and citizens, since Subsidies prevail to the extent that the quality of the service is low [5].

Despite the fact that safety and quality in public transport is an objective, a task and a common goal among political and social actors, the differences between the rates of the city center with respect to the periphery, as well as the deregulation of the Transportation, concessions and the

deterioration of the units seem to show that there is an governability and the impossibility of governance or management and administration agreed between civil society and the State [6].

In Metropolitan Zone of the Valle México (ZMVM) about 45% of the vehicle fleet shuttle is the public transport private car followed with 29% and taxi use 11%. Inflation (4% accumulated during 2013) of gasoline has increased by 40%, premium by 30%, diesel by 48%, while salary only increased by 28% [8].

Mexico City occupies the last places in terms of pedestrian movement with a figure of around 2%, followed by New York City with 10% and the City of London with 20% while in the city of Bombay 55% of the deployments are on foot [9].

With regard to the family economy, transportation expenses are divided into 50% for buses or minibuses, 30% for urban buses, 16% for radio taxis and 2% for metro. In this context, it is possible to notice that the sustainability of public transport implies the establishment of a collection system according to peri-urban mobility capacities [10].

In 2012 there were around 580 robberies that by 2015 had increased to 600 thousand assaults in public, private and concessioner transport. In the cases by demarcation, 22% of the cases were registered in the Coyoacán delegation, followed by Gustavo A. Madero with 15% of the cases, Iztapalapa with 14% and Venustiano Carranza with 12% of the crimes [11].

However, public transportation of cities in Mexico is considered unsafe. It is estimated that about 20% of users have stopped transporting in the public system, considering it to be highly dangerous in Mexico City. In 2011, 78% of respondents said they felt unsafe in public transport and by 2015 they increased to 80% of those interviewed. In 2012, the minibus with 1394, followed by the taxi with 641 and the subway with 404 crimes were the scenarios of greatest insecurity. In 2015, 983 cases occurred in the minibus, 340 in the metro and 241 in taxis [12].

The concept of governance is polysemic and refers to several definitions that coincide in pointing to a consensus system between governors and the governed with respect to public resources and services. In this way, the governance of public mobility refers to a co-government system in which political and social actors establish a monitoring system to assess the quality and safety of public transport. In this sense, political and social actors establish quality indicators such as the status of transport units, road safety education, crimes committed aboard the units, citizen complaints, the resolution of crimes and the prosecution of suspects [13].

However, the governance of public mobility also refers to the integration between the management of the State and citizen self-management with respect to the demands of

users, the resources and the capacities of the police when dealing with the problem of quality of service of transport and security during the transfer [14].

In this way, the theory of governance of public mobility anticipates conflict scenarios between the rectory of the State and civil participation indicated by the reduction of quality and safety in public transport, as well as the increase in the media, as well as the follow-up of cases by Civil Society Organizations (CSO) [15].

The theory of the governance of public mobility is based on the theory of the capabilities of Amartya Sen to reveal the scope and limits of a socio-state co-management system on crime prevention on board transport units [16].

The capacities of public service users are related to mobility opportunities and the responsibilities they imply. In this sense, Human Development is the result of a system of freedoms of choice in which, as they diversify, planning margins expand. In this sense, the situation of public transport can be discussed from its tariff system as a factor of mobility opportunities and connection capabilities [17].

From such a relationship the proposed intervention citizen possible to clarify areas emerge anthropocentric limit values sustainable development, as well as ecocentric values that enhance urban and energy sustainability [18].

In the future, according to the Senian perspective, natural resources will be reduced not by their availability or consumption, but by their relationship with anthropocentric, ecocentric, biospheric, altruistic or selfish values. It is a scenario in which humanity develops technology while observing how its consumption possibilities are also minimized at the expense of preserving the resources that are considered essential for subsequent generations. In this sense, the administration of public transport will no longer be managed from the consensus, but from the dissent since once reached a high social status, the discussion on the emergence of alternative resources will guide the decision making regarding its consumption and administration [19].

In this way, the theory of capabilities warns that there is a positive and significant relationship between the diversification of transfer demands and the increase in transportation options. Starting from an integral system of boarding and transshipment with a universal payment system, the State's organizational capacities would be oriented towards video surveillance as a crime prevention strategy, but the training of the drivers of the transport units would also contribute to the road safety, as well as a higher quality of service [20].

However, citizen education as responsible users of the observation, reporting and monitoring of crimes committed in the transfer units seems to obey their freedom abilities in terms of mobility rather than their needs for privacy, security and cost [21].

In this sense, the theory of governance of public mobility warns that the subsidy and the courtesy that the State grants to senior citizens, students or female heads of family is a strategy of governance rather than governance. This is so because the civil sectors benefiting from the policy represent a smaller percentage of the sector that pays subsidies or courtesies of the transportation system [22].

Therefore, the theory of capabilities focused on results contributes decisively to the theory of governance of mobility, since authorities and users are obliged to develop their co-management capacities to establish a tariff system with social justice understood as the resolution of needs based on the increase in payment, reporting, monitoring and proposal capabilities [23].

Social justice is a central concept in the theory of capabilities and the theory of the governance of mobility by virtue of the fact that it sets as a final goal a consensus around the balance of demands and resources, opportunities and capacities that , in terms of quality of service and public safety in transportation, translates into the facilities that the State gives citizens to report in real time any crime committed in transport units, monitoring cases , proposals and financing of the system [24].

Studies related to public transport focus on the subjectivity of authorities and users when evaluating the quality and security of public resources and services from their perceptions [25]

The study of differences between users over conventional transport with reference to public transportation called sustainable. They also found significant differences between the uses of electricity optimization vehicles and hydrocarbons. Regarding the perceptions of the genders regarding the tariffs and environmental impact of transport in general, they also found differences. However, with regard to high, medium and low incomes, the differences were confined to the use of bicycles, rickshaws, motorcycles and trolleys [26].

Public transport was established as multidimensional due to its sociopolitical context and the daily use of university, has shown n hypotheses concerning econcéntricos knowledge and its impact on the perceptual differences between men and women complement the above findings [27].

However, the hypothesis regarding social postmaterialism in which high incomes correspond to the use of sustainable rather than conventional transport seems to show that the habitus around the use of public transport is oriented by materialistic and therefore anthropocentric views rather than by habitus. ecocentric and postmaterialist [28].

The use, cost and impact of public transport in the university environment implies:
Perceptions related to gender knowledge and perspectives

that establish significant differences among users. Therefore, the conventional public service compared to the so-called sustainable system, when considered asymmetric, explains the transition from environmental knowledge to environmental rationality [29].

However, a preponderant factor in the transition towards sustainability is postmaterialism. The hypothesis of differences between economic incomes does not support the difference between perceptions regarding the use of sustainable transport in relation to the disuse of conventional and polluting transport. In this way, the sustainability of public transport should be explained from the effect that transport policies have on user groups [30].

Given that the theoretical, conceptual and empirical frameworks focus their interest on the subjectivity of the rulers and the governed with respect to quality and safety in public transport, the specification of the model consisted in the elaboration of explanatory hypotheses of the trajectories of dependency relations between the factors reviewed and established in the literature as determinants of negotiation, mediation, conciliation, couching and arbitration between political and social actors with respect to public transport [31].

It is a model in which state management hypotheses predominate, indicated by the degree of values, beliefs, knowledge and knowledge of the authorities regarding the transport needs of public transport users, as well as the hypothesis alluding to the intentions, dialogues, consensus and actions of the users with respect to their authorities for the improvement of the quality of the service and the prevention of crime in the transfer units [32].

In short, the model maintains that the interrelation between the factors will allow negotiation, mediation of conflicts, conciliation of interests, as well as a couching of the users for the observation of the crime, the systematization of complaints and the follow-up of the cases, an arbitration between the actors to settle differences [33].

Therefore, the objective of this paper is to specify a model for the diagnosis, intervention and evaluation of quality and safety in public transport in a system of management and administration agreed between government and citizens.

METHOD

First study

For this purpose, a documentary study was carried out with a selection of sources⁴ indexed to leading Latin American repositories –Copernicus, Dialnet, Ebsco, Latindex, Publindex, Redalyc, Scielo, Scopus, WoS, Zenodo-, considering the period of publication from 2020 to 2023, as well as the key words: " governance ", " management ", " self-management ", " quality ", " safety," stewardship ", " mobility "and" transport ".Then, the information was processed in a matrix of content analysis with the purpose of

extracting the main concepts of the security agenda in public transport and to establish hypotheses concerning the trajectories of the relationships between the selected concepts. Finally, the scope and limits of the model proposed in the framework of co-government between authorities and users were discussed [7].

Second study

A documentary, cross-sectional and exploratory study was carried out with a non-probabilistic selection of sources indexed to national repositories: Clase, Conacyt, Latindex and Redalyc, considering the period from 2020 to 2023, as well as the search by keywords; "mobility", "legality" and "COVID".

The Delphi inventory was used, which includes questions related to the relevance of the findings reported in the literature on safety at work. Expert judges on the subject were selected based on their h-index of citations in academic google. The criteria of the judges allowed the evaluation of the findings sought in the literature.

The judges were contacted through their institutional mail. Respondents were informed about the project and its managers. The confidentiality and anonymity of their answers was guaranteed in writing. The protocols for human studies recommended by the ethics committee were followed. The Helsinki protocol was used to carry out the investigation. The study followed the guidelines of the American Psychological Association.

The judges coded their answers using a Likert scale ranging from 0 = "not at all agree" to 5 = "strongly agree". The data was captured in excel and processed in JASP version 15. Non-parametric statistical coefficients were used. Centrality and clustering were estimated, as well as the relationship network, considering a learning of the biosafety protocols reported in the literature.

RESULTS

The slope of the simulated and observed data suggests a fit. It means then that the dimensions of biosafety against COVID-19 emerge from the study context. In this sense, the network of meanings is oriented towards dimensions related to mobility, security and legality (see Figure 1).

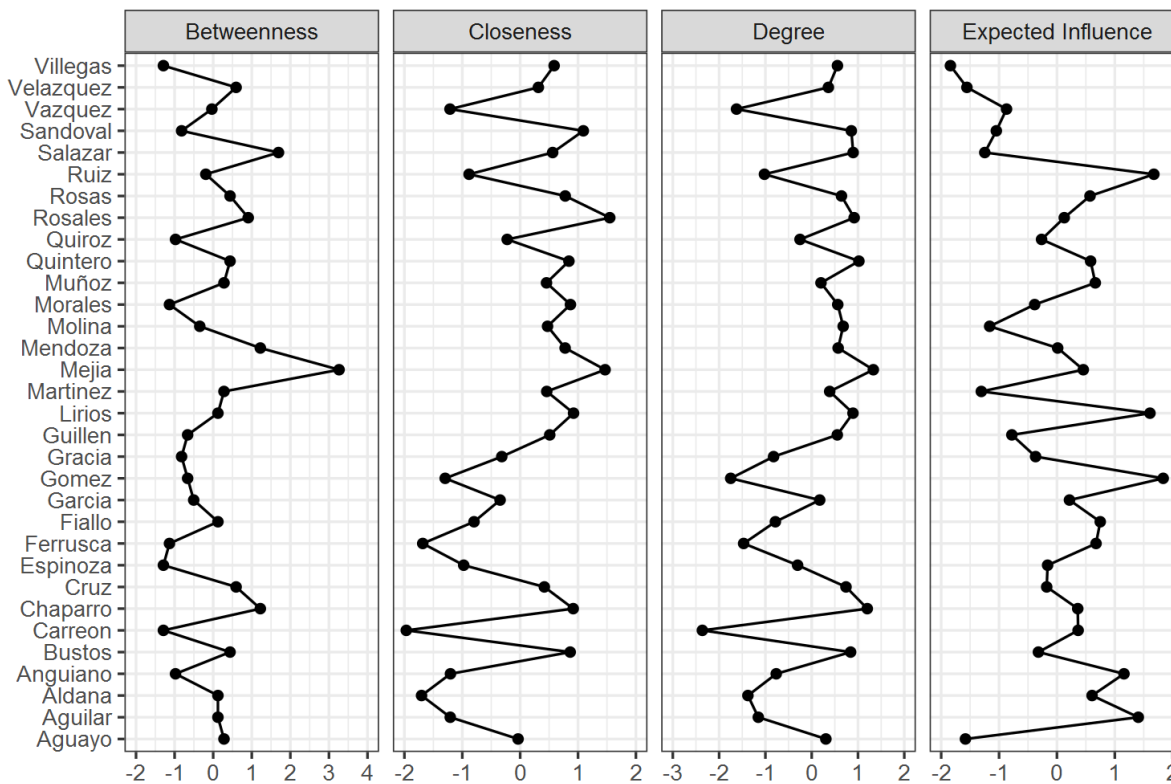


Figure 1. Centrality of legal mobility in the literature from 2020 to 2023
Source: Elaborated with data study

Figure 2 shows the relationships between the indicators and the established factors. The pandemic had a direct impact on the emotions of mobility, legality and biosecurity. The

model includes negative relationships between the factors but positive relationships between the factors with respect to those indicated.

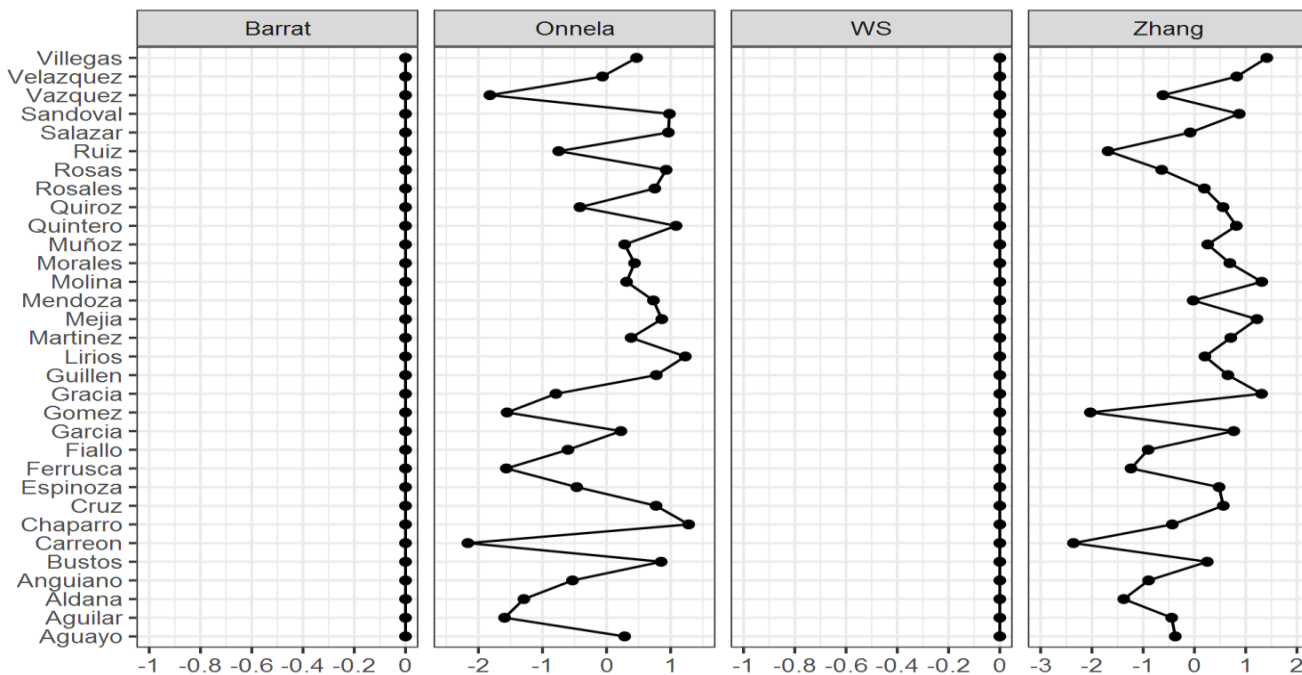


Figure 2. Clustering of legal mobility in the literature from 2020 to 2023
Source: Elaborated with data study

Figure 3 shows the values that explain the structure of biosafety, mobility and legality in the selected literature from 2020 to 2023. The results show an emotional diversification as a result of the pandemic containment and mitigation policies in the literature published from 2020 to 2023,

considering the criteria of expert judges on the subject. The resulting structure suggests that the twelve components of the mobility, security and legality model suggest a diversity of meanings.

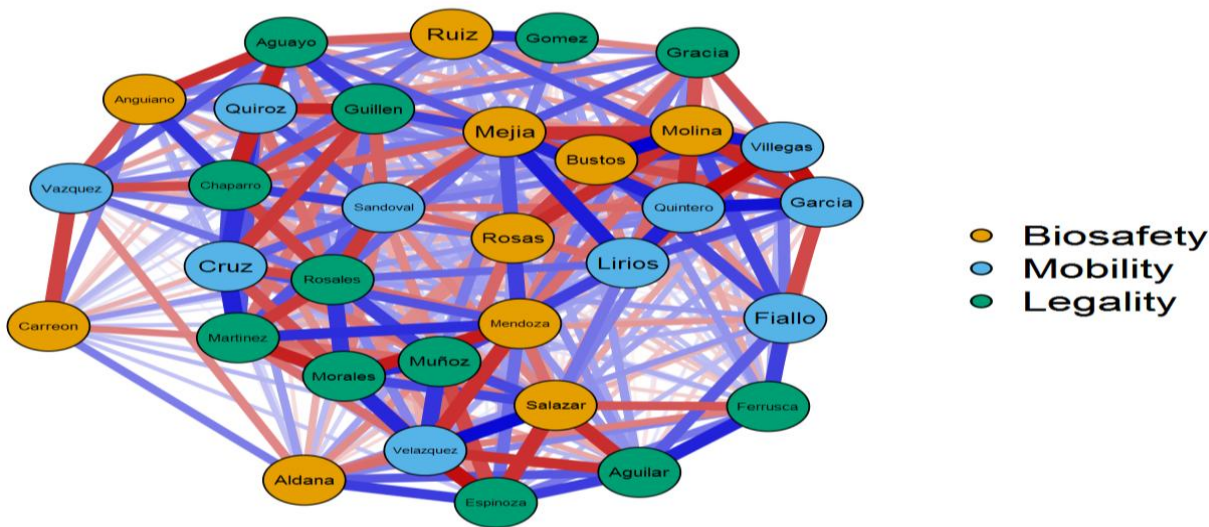


Figure 3. Legal mobility networks in the literature from 2020 to 2023
Source: Elaborated with data study

DISCUSSION

In relation to the theory of security perception, which raises dimensions related to territory, nation, citizenship, public,

private, human and internet, this work demonstrated that biosecurity, mobility and legality are preponderant. Lines of study referring to the dimensions of biosafety, mobility and

legality will allow us to notice conflict scenarios between rulers and ruled.

Regarding mobility studies where a continuous coercive and persuasive state in its relationship with citizens stands out, this work has shown that biosecurity is a dimension that explains the differences and similarities between rulers and ruled. The development of this dimension will allow us to note the transition from a coercive system to a persuasive one. That is to say, the security attributed to the legitimate violence of a democratic government will be observed up to the security that demarcates the regime from all responsibility and charges the citizen with the attribution of prevention by confining his expression and his property.

Regarding the modeling of the biosafety dimensions, the present study has shown that these explain 55% of the variance and warn of the emergence of a common factor that the literature identifies as second order. The lines of research around the emergence of this common factor will make it possible to evaluate, accredit and certify the relations between rulers and rulers in matters of biosafety and multidimensional mobility.

In summary, biosecurity, mobility and legality is a multidimensional phenomenon since it derives from the relations between authorities and citizens with respect to crime prevention, the administration of justice and social rehabilitation, although there are other dimensions such as sectoral or media security for explain the impact of policies, strategies, and programs on civil decisions and actions.

CONCLUSION

The contribution of this work to the state of knowledge lies in the specification of a model for the study of the governance of public transport in terms of security, crime prevention and the delivery of justice, but some factors related to the quality of transport, such as indicators Transfer time, user satisfaction, cost reduction and social justice have been excluded from the model.

Since the governance of public mobility and transfer security is a future scenario, in the present work a model has been specified for the study of the current scenario that consists in the negotiation between the citizens of the State with the purpose of building a consensual system of quality, security and justice in terms of tariffs.

Future lines of research would include the variables in question, but with the warning that in a co-government system it is necessary to establish tariffs that allow for the inclusion of civil society, mainly that which pays for the increase in tariffs and exposes insecurity in public transport.

Governance of public mobility and transfer security is a pending issue of political systems, since Human Development is explained by the mobility capabilities that

citizens have regarding their occupations, training and recreation. In this sense, the mobility policies and civil initiatives can combine in the establishment of a rate that allows to pay for quality and safety in the transfer units.

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