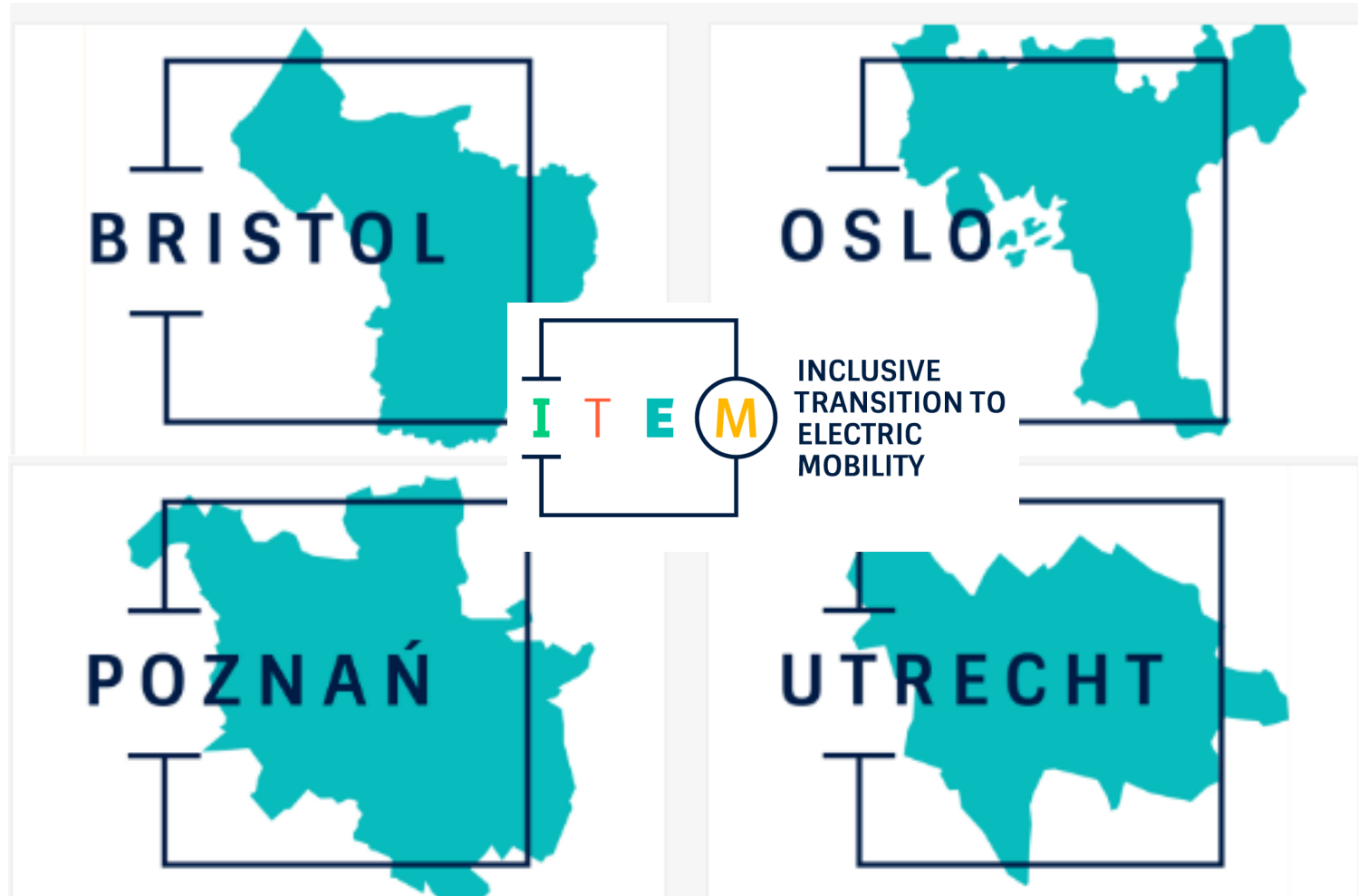


# They the People:

Subject formation, electric mobility  
and social justice in Bristol policy

---

Hannah Budnitz & Tim Schwanen



*Partners:* TØI (Norway), Utrecht University (NL), Heksagon & Adam Mickiewicz University (Poland)

*ERANET - Urban Accessibility and Connectivity*

# Pluralist perspective on mobility justice (Schwanen 2021)

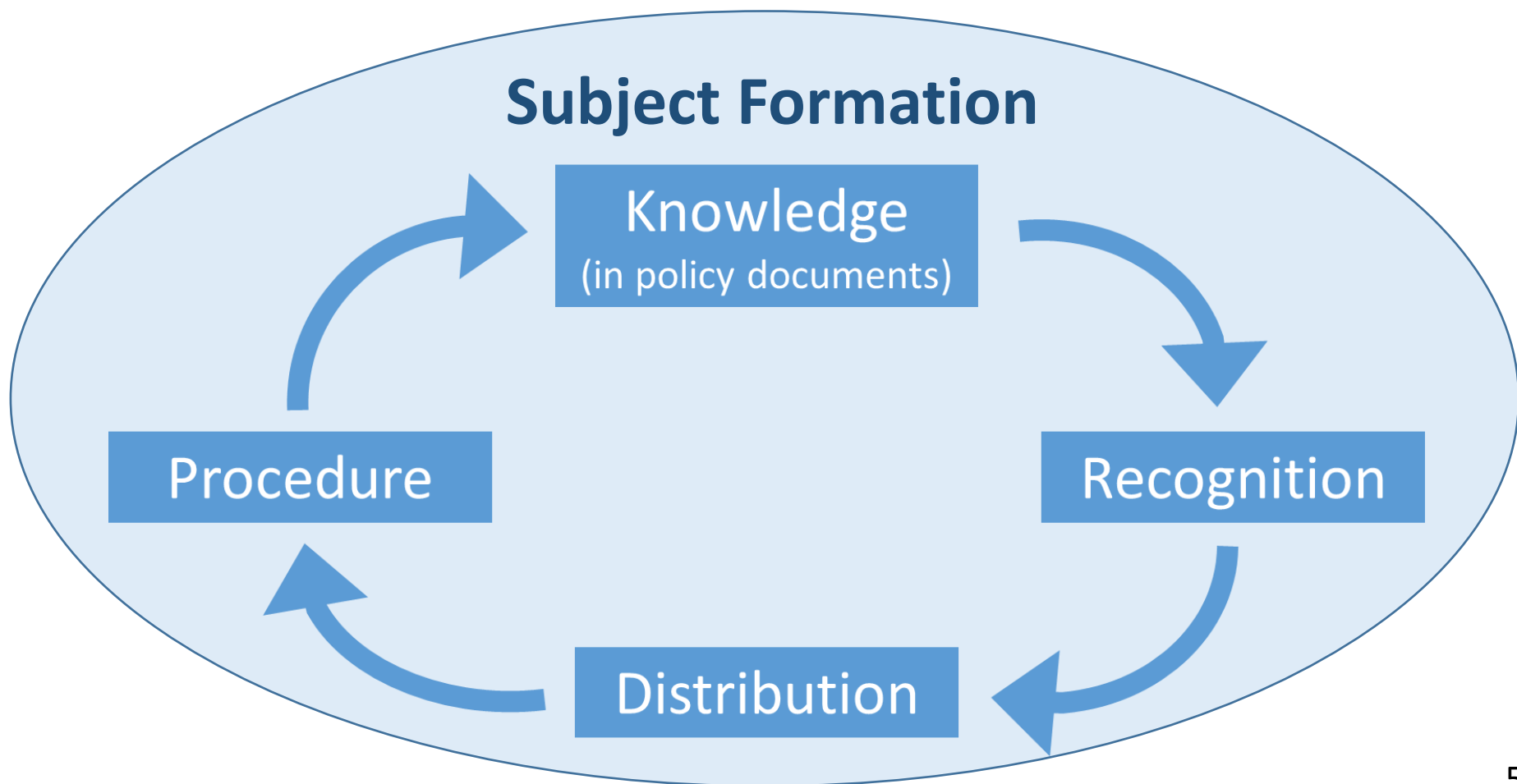
- **Distributional**: distribution of benefits (resources and opportunity) and costs, harms, and risks associated with particular decisions, actions, and changes.
- **Procedural**: Nature of decision-making and governance, including the level of participation, inclusiveness, and influence participants can wield
- **Recognition**: Acknowledgment of and respect for the rights, needs, values, habits & experiences of groups & individuals
- **Epistemic**: Capacity of groups & individuals to offer knowledge and insights (testimonial), and for these to be influence and make a difference to wider knowledge production processes (hermeneutical)

# Research Objective

*To review subjects of local urban policy-making in the Bristol case study and assess how electric mobility and related policies account for all aspects of social justice.*



# Analytical Framework



# Policy Documents

Policy document title	Publication Date	Organisational authors
Bristol Transport Strategy	July 2019	Bristol City Council
Shared Mobility Policy Statement	March 2022	Bristol City Council
One City Climate Strategy	March 2020	Bristol's One City Environmental Sustainability Board: Bristol City Office with public, private & third sector partners
Full Business Case Clean Air Zone	Feb 2021	Jacobs (consultants) on behalf of Bristol City Council
Bristol One City Plan 2021-2050	2021	Bristol City Office and One City Boards with public, private & third sector partners
GoUltraLowWest Bid to the Office for Low Emission Vehicles	Sept 2015	TravelWest, four councils (pre-WECA), Local Enterprise Partnership, Business West, Bristol Energy
Future Mobility Zone Funding Application	Oct 2019	West of England Combined Authority (WECA)
Adopted Joint Local Transport Plan	March 2020	TravelWest: WECA and four constituent councils
West of England Climate Emergency Action Plan	Sept 2020	WECA and Local Enterprise Partnership
WECA-City Region Sustainable Transport Settlement	Oct 2021	WECA

# Shaping Subjects

- Classification – social and spatial statistics
- Behavioural logic – expectations of choice
- Activation – individual responsibility
- Generalisation – citizens, communities, people, ‘all’



# Classification – IMD

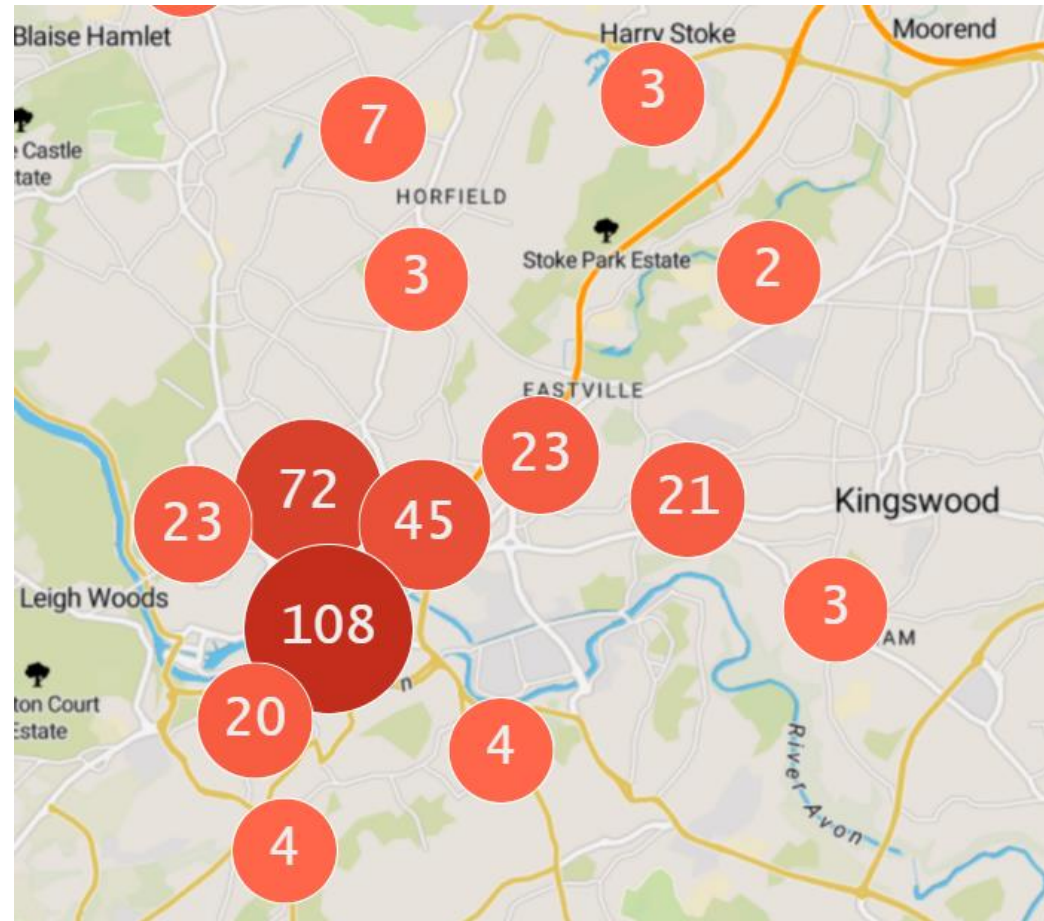
- Deprivation OR 'less, low income
- Distribution of impacts
- Recognise needs
- Distribution of policy techniques





# Behavioural Logic – Choice

- Choose if attractive, affordable, reliable, efficient
- Increase spatial equity of electric mobility options - connectivity
- Recognise differences in historic experience, values, capability to choose?
- Generalisation

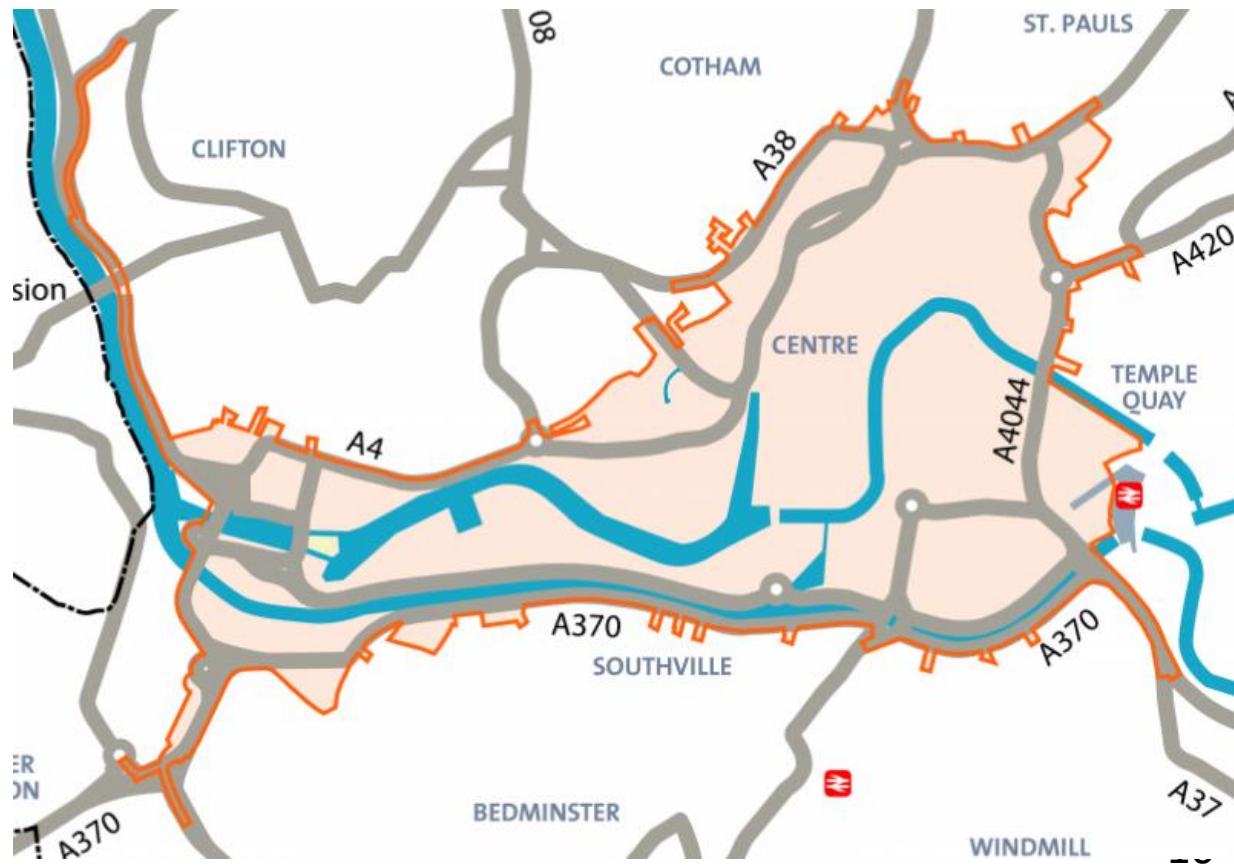


# Activation – Responsibility

*...efforts have been made to make citizens more aware of – and take personal responsibility for – various sources of air pollution, from traffic fumes to solid fuel burning.*

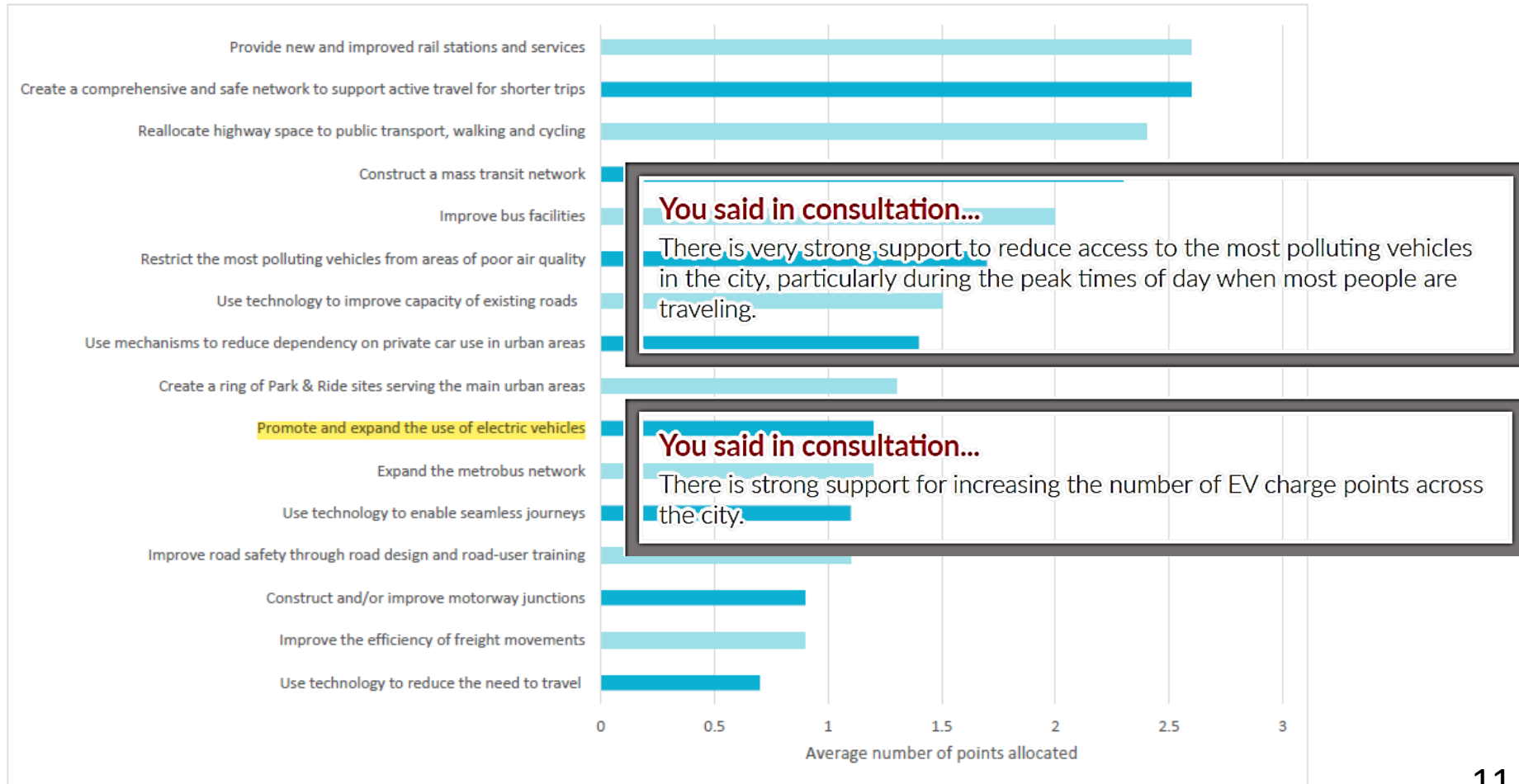
*The Mayor has articulated a ‘call to action’ for local people, businesses and organisations to consider how small changes can make a significant difference in cutting toxic fumes across the city.*

CAZ Business Case 2021



# Activation but Generalisation

How people would prioritise transport spending



# Implications of Subject Formation

- Some recognition of diverse needs of classified groups, but mostly respond through distributive [electric mobility] policies.
- Assume generic capability to choose between [electric] transport options, and transfer responsibility to make these choices.
- Expect participation in consultations, but generalise responses.

# Next steps - Conclusion

- National documents, interviews, compare cities
- Disconnect between equity concerns and participation limits recognition of experiences, values, social relations
- Generalisation pays no attention to those who can't choose or don't participate and why that might be
- Genuinely participatory methods that incorporate epistemic justice could make the transition to electric mobility more transformative and inclusive.

# References

1. Cresswell, T. (2010). Towards a Politics of Mobility. *Environment and Planning D: Society and Space*, 28(1), 17–31.
2. Dean, Mitchell. (2009). *Governmentality: Power and Rule in Modern Society* (Second).
3. Foucault, M., Burchell, G., Gordon, C., & Miller, P. (Eds.). (1991). *The Foucault effect: studies in governmentality: with two lectures by and an interview with Michel Foucault*. University of Chicago Press.
4. Karner, A., London, J., Rowangould, D., & Manaugh, K. (2020). From Transportation Equity to Transportation Justice: Within, Through, and Beyond the State. *Journal of Planning Literature*, 35(4), 440–459.
5. Manderscheid, K., Schwanen, T., & Tyfield, D. (2014). Introduction to Special Issue on ‘Mobilities and Foucault.’ *Mobilities*, 9(4), 479–492.
6. Martens, K. (2012). Justice in transport as justice in accessibility: applying Walzer’s ‘Spheres of Justice’ to the transport sector. *Transportation*, 39(6), 1035–1053.
7. Pereira, R. H. M., Schwanen, T., & Banister, D. (2017). Distributive justice and equity in transportation. *Transport Reviews*, 37(2), 170–191.
8. Schlosberg, D. (2007). *Defining Environmental Justice*. Oxford University Press.
9. Schwanen, T., 2021. Achieving just transitions to low-carbon urban mobility. *Nature Energy*, 6(7), pp.685-687.
10. Sheller, M. (2018). Theorising mobility justice. *Tempo Social*, 30(2), 17–34.
11. Young, I.M. 1990. *Justice and the Politics of Difference*. Princeton University Press.

**Q & A**



**INCLUSIVE  
TRANSITION TO  
ELECTRIC  
MOBILITY**

**Thank you**

**[hannah.budnitz@ouce.ox.ac.uk](mailto:hannah.budnitz@ouce.ox.ac.uk), [@HBudnitz](https://twitter.com/HBudnitz)**

**[tim.schwanen@ouce.ox.ac.uk](mailto:tim.schwanen@ouce.ox.ac.uk), [@TimSchwanen](https://twitter.com/TimSchwanen)**