Glasgow City Council

Wellbeing, Equalities, Communities, Culture and Engagement City Policy Committee

Report by Executive Director of Neighbourhoods, Regeneration and Sustainability

Contact: John Ashcroft

Briefing note on the Petition "Cross Pavement EV Charging"

Purpose of Report:

To provide information on the Petition "Cross Pavement EV Charging"

Recommendation:

It is recommended that committee

1. Note the contents of the report and the development of national guidance through SCOTS; and
2. Agrees that a paper is submitted to the relevant City Policy Committee in the new year. The paper will outline a proposed Council policy and the conditions that would be associated with permitting cross-pavement electric vehicle charging installations on a controlled trial basis.

Ward No(s):	Citywide: ✓
Local member(s) advised: Yes ☐ No ☐	consulted: Yes ☐ No ☐

1. Purpose of report

1.1 The purpose of this report is to provide information in response to the petition entitled “Cross-Pavement EV Charging”.

1.2 The petition requests that the Council reconsider its current position on cross-pavement electric vehicle charging and introduce a formal framework permitting approved solutions, including flush-fitting cable channels, for residents who do not have access to off-street parking.

1.3 The petition also asks the Council to consider an interim pilot scheme and to establish clear requirements relating to permission, public liability, maintenance and the ongoing management of installations.

2. Background

2.1 The Council received the petition on 23 August 2026. The petition highlights the potential benefits of enabling residents without access to a driveway or other off-street parking to charge an electric vehicle using electricity supplied from their home.

2.2 The Council recognises that access to convenient and affordable charging infrastructure is an important consideration for residents considering the transition to an electric vehicle. Home charging can provide lower charging costs and greater convenience than reliance solely on public charging infrastructure.

2.3 The Council also recognises that a significant proportion of Glasgow households do not have access to off-street parking and that this may create an inequality in access to lower-cost domestic charging.

2.4 Several commercial products have been developed to facilitate cross-pavement charging. These include flush-fitting channels installed within the footway surface, through which a resident can place an electric vehicle charging cable when the vehicle is being charged.

2.5 The Council may grant permission under section 109 of the New Roads and Street Works Act 1991 for apparatus to be placed and maintained within the public road. This power may be capable of accommodating approved cross-pavement charging infrastructure. However, the Council is not under an obligation to grant permission and must be satisfied that any proposed installation is appropriate, safe and capable of being effectively managed throughout its operational life.

2.6 The Council acknowledges that other Scottish local authorities, including East Lothian, Renfrewshire, Stirling and the City of Edinburgh Council, have introduced or are trialling approaches to cross-pavement electric vehicle charging. There is, however, currently no single operational model applied consistently across all Scottish roads authorities.

2.7 The Scottish Collaboration of Transport Specialists has produced initial guidance to assist local roads authorities in developing their own policies. The guidance provides a useful starting point, but each local authority remains responsible for assessing local circumstances and determining whether, and subject to what conditions, cross-pavement charging installations should be permitted.

3 Glasgow Context

3.1 The Council recognises the experience being gained by other authorities and will take account of the evidence emerging from existing trials. However, an approach adopted elsewhere cannot automatically be transferred to Glasgow without a detailed assessment of the city's particular circumstances.

3.2 Glasgow is Scotland's most densely populated local authority area. Many neighbourhoods contain tenemental and other high-density housing, narrow or heavily used footways, high pedestrian flows, extensive underground utility apparatus and significant competition for kerbside space.

3.3 The city's scale and population density also create the potential for substantial take-up if cross-pavement charging is authorised. The risks associated with an individual installation must therefore be considered alongside the cumulative effect of potentially large numbers of installations across the road network.

3.4 A policy that permitted installations without sufficiently robust controls could create significant long-term implications for pedestrian safety, accessibility, road and footway asset management, inspection, maintenance, enforcement and public liability. The potential for mass take-up strengthens, rather than reduces, the need for a carefully controlled and enforceable framework.

3.5 The Council must also ensure that any policy does not unintentionally disadvantage pedestrians or interfere with wider transport, active travel, road maintenance, public realm or place-making objectives.

4. Principal Issues Requiring Consideration

4.1 Pedestrian safety and accessibility

4.1.1 Any installation must preserve a safe, accessible and unobstructed footway. Consideration must be given to wheelchair users, people with visual or mobility impairments, people using mobility aids, and those using prams or pushchairs.

4.1.2 The Council would require objective evidence that an approved product and installation method would remain flush, stable and slip resistant throughout its operational life, including where the surrounding footway is subject to settlement, deterioration, vehicle overrun or repeated utility works.

4.2 Public liability and insurance

4.2.1 The allocation of responsibility between the resident, property owner, installer, product supplier, operator and Council must be clearly defined and legally enforceable.

4.2.2 Although commercial operating models may seek to transfer elements of risk to the resident or supplier, liability cannot necessarily be eliminated in full. The Council must therefore understand the extent of any residual liability retained by the Roads Authority where an installation fails, becomes defective or contributes to an accident.

Any future framework would require appropriate insurance thresholds, indemnities and arrangements for confirming that cover remains valid throughout the life of the installation.

4.3 Electrical safety

4.3.1 Any charging equipment and associated electrical installation would require to comply with current electrical safety legislation and recognised technical standards.

4.3.2 The Council would require a robust assurance and record-keeping process covering the installation, certification, inspection and maintenance of the charging equipment. This would include appropriate protection against electrical faults, consideration of the interaction with street lighting and other powered street furniture, and controls relating to the safe routing and use of charging cables.

4.4 Installation standards and footway condition

4.4.1 The introduction of a channel into the footway creates additional joints and interfaces within the road surface. These may increase the risk of water ingress, cracking, settlement or deterioration where the apparatus is not correctly installed or maintained.

4.4.2 A future framework would therefore require approved designs, products, materials, contractors and reinstatement standards. Not every footway or property would necessarily be suitable for an installation.

4.5 Ongoing maintenance and inspection

4.5.1 The Council would require clear arrangements for routine inspection, defect reporting, emergency response, repair and replacement.

4.5.2 The cumulative resource implications of inspecting and managing potentially large numbers of installations must be properly assessed. The Council would also require a reliable asset register identifying the location, owner, operator, approval status and maintenance history of each installation.

4.6 Property transfer, rented properties and succession

4.6.1 Responsibility for an installation must remain clear where a property is sold, inherited, let to a tenant or otherwise transferred. A framework would require arrangements for transferring permits, user agreements, insurance and maintenance obligations. It would also require a mechanism for disabling or removing an installation where a new owner or occupier does not accept responsibility.

4.7 Abandoned or redundant apparatus

4.7.1 The Council must be satisfied that there is an identifiable and financially capable party responsible for removing redundant or abandoned apparatus and reinstating the footway. Any policy would require enforceable arrangements for dealing with installations where a resident can no longer be contacted, insurance or maintenance payments lapse, a supplier ceases trading, or an installation is no longer required.

4.8 Future Road and utility works

4.8.1 Cross-pavement channels may be affected by resurfacing, footway reconstruction, utility works, active travel schemes, street lighting works or public realm improvements. The Council would require the right to have apparatus temporarily removed, repositioned or permanently removed where necessary, without creating an unreasonable financial or operational burden for the Council.

4.9 Parking availability

4.9.1 Approval of a cross-pavement charging installation would not provide the resident with a dedicated parking space or a right to park adjacent to the property. This limitation would require to be communicated clearly to applicants. Charging cables could not be routed longitudinally along the footway or across additional areas of carriageway or footway to reach a vehicle parked some distance from the approved installation.

4.10 Enforcement and non-compliance

4.10.1 A future policy would require effective enforcement provisions covering unauthorised installations, defective apparatus, expired insurance, breaches of electrical safety requirements and failure to comply with permit conditions.

4.10.2 The Council would require the ability to suspend use, disable the installation, require remedial works or remove the apparatus and recover its costs where appropriate.

4.11 Resources and financial implications

4.11.1 The introduction of a permitting process would result in additional work relating to application assessment, site inspections, legal agreements, technical approvals, record keeping, monitoring, enforcement and customer enquiries.

4.11.2 The policy would therefore require an appropriate charging structure based on cost recovery, ensuring that the wider Council and road maintenance budgets do not subsidise private installations.

5. Proposed Way Forward

5.1 The Council does not consider that an unrestricted or citywide approval process should be introduced in advance of a full assessment of the technical, legal, operational, equality and financial implications.

5.2 However, the Council recognises the potential contribution that appropriately controlled cross-pavement charging solutions could make to supporting electric vehicle ownership for residents who do not have access to off-street parking.

5.3 Officers will therefore continue to review:

- the available Scottish guidance;
- the experience and evidence emerging from trials undertaken by other local authorities;
- available cross-pavement charging products and operating models;
- legal, insurance and public liability arrangements;
- electrical safety and certification requirements;
- asset management, inspection and enforcement processes; and
- the resource and financial implications for the Council.

5.4 Any proposed trial would be limited, monitored and subject to clearly defined eligibility and site-suitability criteria. It would not create a general entitlement to install apparatus within the public road.

5.5 This approach will allow the Council to assess whether cross-pavement charging can operate safely and sustainably within Glasgow's particular urban environment before considering any wider implementation.

5.6 It is intended to submit a paper to the relevant City Policy Committee in the new year. The paper will outline a proposed Council policy and the conditions that would be associated with permitting cross-pavement electric vehicle charging installations on a controlled trial basis.

6. Policy and Resource Implications

Resource Implications:

Financial:	*No additional direct impact*
Legal:	*Potential impact to review council specific permit conditions to ensure they can be enforceable and are reasonable*
Personnel:	*No Additional direct impact*
Procurement:	*No Additional direct impact*

Council Strategic Plan: Grand Challenge 3: Fight the Climate Emergency in a Just Transition to a Net Zero Glasgow and Mission 1: Deliver sustainable transport and travel aligned with the city region

Equality and Socio-Economic Impacts:

Does the proposal support the Council's Equality Outcomes 2025-29? Please specify.	
What are the potential equality impacts as a result of this report?	(no significant impact, positive impact or negative impact)
Please highlight if the policy/proposal will help address socio-economic disadvantage.	

Climate Impacts:

Does the proposal support any Climate Plan actions? Please specify:	The proposal supports the Climate Plan through actions: Objective 6 – Transport Theme – Support a rapid and strategic shift to personal electric vehicles.

What are the potential climate impacts as a result of this proposal?	Provides access to lower cost charging which may have a positive impact on the ownership of electric vehicles which would result in lower emissions from vehicles.
Will the proposal contribute to Glasgow's net zero carbon target?	Yes, the proposal may encourage additional uptake of electric vehicles where access to cheaper tariffs is possible and lower vehicle emissions.

Privacy and Data Protection Impacts:

Are there any potential data protection impacts as a result of this report Y/N	*No*
If Yes, please confirm that a Data Protection Impact Assessment (DPIA) has been carried out	

7. Recommendation

7.1 It is recommended that committee

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