APPENDIX 1

PETITION FOR CONSIDERATION

ITEM NUMBER	DATE RECEIVED	PETITION TITLE AND PETITION STATEMENT	WARD(S) AFFECTED	TOTAL NUMBER OF SIGNATURES
	23rd August 2026	**"Cross Pavement EV Charging"** The purpose of this petition is to remove a key barrier to affordable electric vehicle (EV) ownership for Glasgow residents without driveways, in support of Glasgow's commitment to achieving net zero CO2 emissions by 2030. Currently, the council's blanket ban on cross-pavement charging forces car owners to retain fossil-fueled vehicles to avoid high public charging rates, or to pave over front gardens which destroys urban biodiversity and increases local flooding risks. Research from the Electric Vehicles Association England suggests lack of home charging remains a significant barrier for EV uptake, with only 1 in 10 EV drivers not using a home charger. This restrictive policy also prevents Glasgow residents from accessing up to £3,500 in Scottish Government grants, leaving our city economically and environmentally behind other local authorities like Renfrewshire and Stirling.		28

		We want Glasgow City Council to end its blanket refusal policy and introduce a formal, supportive framework that permits the installation of approved solutions such as flush-fit cross-pavement cable channels or other appropriate solutions. Specifically, we urge the council to exercise its legal autonomy in this area —as confirmed by the Scottish Government — to establish a clear, standardized permitting process. This framework must define clear public liability and maintenance guidelines for residents and may include an interim pilot scheme. Achieving this will protect urban green spaces, eliminate unregulated trip hazards, and ensure equitable, affordable access to green infrastructure so Glasgow can realistically meet its 2030 net-zero target while alleviating the cost of living. Prior to submitting this petition, extensive efforts were made over a six-month period to resolve these infrastructure and environmental concerns through direct engagement with local representatives and council departments. Details of Individuals and Organisations Approached: ● **Councillor Holly Bruce** (Langside Ward, Scottish Green Party) – Contacted initially in January 2026 with ongoing correspondence through June 2026.		

		• **Baillie Christy Mearns** (Transport Policy Lead) – Escalated to and looped into the correspondence to raise policy-level awareness. • **John Ashcroft** (Head of Infrastructure Asset Management, Neighbourhoods, Regeneration and Sustainability - NRS) – Provided the official departmental responses on behalf of the council. Further research was conducted which revealed the following: • UK Government guidance for English local authorities, published in 2024 • Guidance for Scotland is being prepared by the SCOTS network • FOI response from Scottish Government **Outcome of Actions:** Inquiries were raised regarding the negative environmental impacts of the current restrictive policy (e.g., surface flooding and biodiversity loss from residents paving over gardens) and the fact that Glasgow residents are blocked from accessing up to £3,500 in national grants. The NRS department responded in February and March 2026, stating they would not consider local trials		

		or amend policies until the Scottish Collaboration of Transportation Specialists (SCOTS) finalized national guidance, citing unresolved concerns over public liability and maintenance. In June 2026, a Scottish Government FOI response (FOI-202600505424) explicitly confirmed that local authorities *do not* need to wait for SCOTS guidance to progress cross-pavement solutions. The FOI response also stated *"The Road (Scotland) Act 1984 identifies that responsibility for the road network, including control of private installations sits with roads authorities. Under Section 109 of the New Roads and Street Works Act 1991, local authorities have the power to issue permits for the installation of private apparatus, therefore decisions about permitting cross-pavement charging are the responsibility of Scotland's local authorities."* Despite presenting this evidence and demonstrating that neighbouring councils have successfully launched frameworks, the department maintains a position of inaction. Having exhausted all direct administrative avenues, committee intervention is now requested.		