

Public Document Pack

Overview and Scrutiny Management Committee

Thursday, 12th October, 2023
at 5.30 pm

PLEASE NOTE TIME OF MEETING

Council Chamber, Civic Centre,
Southampton

This meeting is open to the public

Members

Councillor Blackman (Chair)
Councillor Moulton (Vice-Chair)
Councillor Evely
Councillor Y Frampton
Councillor Galton
Councillor Greenhalgh
Councillor Lambert
Councillor Dr Paffey
Councillor Quadir

Appointed Members

Catherine Hobbs, Roman Catholic Church
Francis Otieno, Primary Parent Governor
Rob Sanders, Church of England

Contacts

Judy Cordell
Democratic Support Officer
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Mark Pirnie
Scrutiny Manager
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PUBLIC INFORMATION

Overview and Scrutiny Management Committee

The Overview and Scrutiny Management Committee holds the Executive to account, exercises the call-in process, and sets and monitors standards for scrutiny. It formulates a programme of scrutiny inquiries and appoints Scrutiny Panels to undertake them. Members of the Executive cannot serve on this Committee.

Role of Overview and Scrutiny

Overview and Scrutiny includes the following three functions:

- Holding the Executive to account by questioning and evaluating the Executive's actions, both before and after decisions taken.
- Developing and reviewing Council policies, including the Policy Framework and Budget Strategy.
- Making reports and recommendations on any aspect of Council business and other matters that affect the City and its citizens.

Overview and Scrutiny can ask the Executive to reconsider a decision, but they do not have the power to change the decision themselves.

Southampton: Corporate Plan 2022-2030 sets out the four key outcomes:

- **Strong Foundations for Life**.- For people to access and maximise opportunities to truly thrive, Southampton will focus on ensuring residents of all ages and backgrounds have strong foundations for life.
- **A proud and resilient city** - Southampton's greatest assets are our people. Enriched lives lead to thriving communities, which in turn create places where people want to live, work and study.
- **A prosperous city** - Southampton will focus on growing our local economy and bringing investment into our city.
- **A successful, sustainable organisation** - The successful delivery of the outcomes in this plan will be rooted in the culture of our organisation and becoming an effective and efficient council.

Procedure / Public Representations

At the discretion of the Chair, members of the public may address the meeting on any report included on the agenda in which they have a relevant interest. Any member of the public wishing to address the meeting should advise the Democratic Support Officer (DSO) whose contact details are on the front sheet of the agenda.

Access is available for disabled people.

Please contact the Democratic Support Officer who will help to make any necessary arrangements.

Fire Procedure: -

In the event of a fire or other emergency a continuous alarm will sound, and you will be advised by Council officers what action to take.

Mobile Telephones: - Please switch your mobile telephones to silent whilst in the meeting

Use of Social Media: - The Council supports the video or audio recording of meetings open to the public, for either live or subsequent broadcast. However, if, in the Chair's opinion, a person filming or recording a meeting or taking photographs is interrupting proceedings or causing a disturbance, under the Council's Standing Orders the person can be ordered to stop their activity, or to leave the meeting. By entering the meeting room, you are consenting to being recorded and to the use of those images and recordings for broadcasting and or/training purposes. The meeting may be recorded by the press or members of the public. Any person or organisation filming, recording, or broadcasting any meeting of the Council is responsible for any claims or other liability resulting from them doing so. Details of the Council's Guidance on the recording of meetings is available on the Council's website.

Smoking Policy: - The Council operates a no-smoking policy in all civic buildings.

Dates of Meetings for the Municipal Year:

2023	2024
10 August	11 January
14 September	01 February
12 October	07 March
9 November	11 April
14 December	

CONDUCT OF MEETING

TERMS OF REFERENCE

The general role and terms of reference for the Overview and Scrutiny Management Committee, together with those for all Scrutiny Panels, are set out in Part 2 (Article 6) of the Council’s Constitution, and their particular roles are set out in Part 4 (Overview and Scrutiny Procedure Rules – paragraph 5) of the Constitution.

RULES OF PROCEDURE

The meeting is governed by the Council Procedure Rules and the Overview and Scrutiny Procedure Rules as set out in Part 4 of the Constitution.

BUSINESS TO BE DISCUSSED

Only those items listed on the attached agenda may be considered at this meeting.

QUORUM

The minimum number of appointed Members required to be in attendance to hold the meeting is 4.

DISCLOSURE OF INTERESTS

Members are required to disclose, in accordance with the Members’ Code of Conduct, **both** the existence **and** nature of any “Disclosable Pecuniary Interest” or “Other Interest” they may have in relation to matters for consideration on this Agenda.

DISCLOSABLE PECUNIARY INTERESTS

A Member must regard himself or herself as having a Disclosable Pecuniary Interest in any matter that they or their spouse, partner, a person they are living with as husband or wife, or a person with whom they are living as if they were a civil partner in relation to:

(i) Any employment, office, trade, profession or vocation carried on for profit or gain.

(ii) Sponsorship:

Any payment or provision of any other financial benefit (other than from Southampton City Council) made or provided within the relevant period in respect of any expense incurred by you in carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

(iii) Any contract which is made between you / your spouse etc (or a body in which the you / your spouse etc has a beneficial interest) and Southampton City Council under which goods or services are to be provided or works are to be executed, and which has not been fully discharged.

- (iv) Any beneficial interest in land which is within the area of Southampton.
- (v) Any license (held alone or jointly with others) to occupy land in the area of Southampton for a month or longer.
- (vi) Any tenancy where (to your knowledge) the landlord is Southampton City Council and the tenant is a body in which you / your spouse etc has a beneficial interests.
- (vii) Any beneficial interest in securities of a body where that body (to your knowledge) has a place of business or land in the area of Southampton, and either:
 - a) the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body, or
 - b) if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you / your spouse etc has a beneficial interest that exceeds one hundredth of the total issued share capital of that class.

Other Interests

A Member must regard himself or herself as having an, 'Other Interest' in any membership of, or occupation of a position of general control or management in:

- Any public authority or body exercising functions of a public nature
- Any body directed to charitable purposes
- Any body whose principal purpose includes the influence of public opinion or policy

Principles of Decision Making

All decisions of the Council will be made in accordance with the following principles:-

- proportionality (i.e. the action must be proportionate to the desired outcome);
- due consultation and the taking of professional advice from officers;
- respect for human rights;
- a presumption in favour of openness, accountability and transparency;
- setting out what options have been considered;
- setting out reasons for the decision; and
- clarity of aims and desired outcomes.

In exercising discretion, the decision maker must:

- understand the law that regulates the decision making power and gives effect to it. The decision-maker must direct itself properly in law;
- take into account all relevant matters (those matters which the law requires the authority as a matter of legal obligation to take into account);
- leave out of account irrelevant considerations;
- act for a proper purpose, exercising its powers for the public good;
- not reach a decision which no authority acting reasonably could reach, (also known as the "rationality" or "taking leave of your senses" principle);
- comply with the rule that local government finance is to be conducted on an annual basis. Save to the extent authorised by Parliament, 'live now, pay later' and forward funding are unlawful; and
- act with procedural propriety in accordance with the rules of fairness.

AGENDA

1 APOLOGIES AND CHANGES IN PANEL MEMBERSHIP (IF ANY)

To note any changes in membership of the Panel made in accordance with Council Procedure Rule 4.3.

2 DISCLOSURE OF PERSONAL AND PECUNIARY INTERESTS

In accordance with the Localism Act 2011, and the Council's Code of Conduct, Members to disclose any personal or pecuniary interests in any matter included on the agenda for this meeting.

NOTE: Members are reminded that, where applicable, they must complete the appropriate form recording details of any such interests and hand it to the Democratic Support Officer.

3 DECLARATIONS OF SCRUTINY INTEREST

Members are invited to declare any prior participation in any decision taken by a Committee, Sub-Committee, or Panel of the Council on the agenda and being scrutinised at this meeting.

4 DECLARATION OF PARTY POLITICAL WHIP

Members are invited to declare the application of any party political whip on any matter on the agenda and being scrutinised at this meeting.

5 STATEMENT FROM THE CHAIR

6 MINUTES OF THE PREVIOUS MEETING (INCLUDING MATTERS ARISING)

(Pages 1 - 4)

To approve and sign as a correct record the Minutes of the meetings held on 14th September, 2023 and to deal with any matters arising, attached.

7 EXCLUSION OF THE PRESS AND PUBLIC - CONFIDENTIAL PAPERS INCLUDED IN THE FOLLOWING ITEM

To move that in accordance with the Council's Constitution, specifically the Access to Information Procedure Rules contained within the Constitution, the press and public be excluded from the meeting in respect of any consideration of the confidential report to the following Item 8c.

The Forward Plan of Executive Decisions from 17 October 2023 identifies that the St Mary's Leisure Centre Procurement Outcome Cabinet report is confidential.

The report is deemed to be exempt from general publication based on Category 3 of paragraph 10.4 of the Council's Access to Information Procedure Rules as set out in

the Council's Constitution. The St Mary's Leisure Centre Procurement Outcome report includes details of a proposed transaction which, if disclosed prior to contract, could put the Council or other interested parties at commercial disadvantage.

8 FORWARD PLAN (Pages 5 - 8)

Report of the Scrutiny Manager enabling the Overview and Scrutiny Management Committee to examine the content of the Forward Plan and to discuss issues of interest or concern with the Executive.

- a) Medium Term Financial Strategy Update (Pages 9 - 10)
- b) Change in City Centre Parking Charging Hours (Pages 11 - 82)
- c) St. Mary's Leisure Centre Procurement Outcome (Pages 83 - 84)

9 DRAFT ADULT SOCIAL CARE CHARGING POLICY (Pages 85 - 164)

Report of the Cabinet Member for Adults, Health and Housing recommending that the Committee review and provide feedback on the Draft Adult Social Care Charging Policy.

10 MONITORING SCRUTINY RECOMMENDATIONS TO THE EXECUTIVE
(Pages 165 - 168)

Report of the Scrutiny Manager enabling the Overview and Scrutiny Management Committee to monitor and track progress on recommendations made to the Executive at previous meetings.

Wednesday, 4 October 2023

Director – Legal, Governance and HR

SOUTHAMPTON CITY COUNCIL
OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE
MINUTES OF THE MEETING HELD ON 14 SEPTEMBER 2023

Present: Councillors Blackman (Chair), Y Frampton, Galton, Moulton (except items 23-25), Dr Paffey, Quadir, Evemy, Lambert and Greenhalgh
Appointed Member: Rob Sanders

20. **ELECTION OF VICE CHAIR**

RESOLVED: that Councillor Moulton be elected as Vice Chair for the Municipal Year 2023 – 2024

21. **MINUTES OF THE PREVIOUS MEETING (INCLUDING MATTERS ARISING)**

RESOLVED: that the minutes for the Committee meeting on 10 August 2023 be approved and signed as a correct record.

22. **FORWARD PLAN**

The Committee considered the report of the Scrutiny Manager which enabled the Overview and Scrutiny Management Committee to examine the content of the Forward Plan and to discuss issues of interest or concern with the Executive.

HOLCROFT HOUSE

The Committee considered the briefing paper attached to this item detailing the forthcoming Cabinet Decision regarding Holcroft House.

Keith Morrell, Linda Hayse, Chris Hodgson, Amanda Guest and other representatives of Holcroft House residents and their families, Councillor Powell-Vaughan; Hayley Garner, Unite Branch Secretary and representatives of staff at Holcroft House; Councillor Fielker, Cabinet Member for Health, Adults and Housing; Paula Johnston, Head of Quality, Governance & Professional Development, Adult Social Care; and Paul Ring, Finance Business Partner, Adult Social Care were present and with the consent of the Chair addressed the meeting.

Councillor Moulton moved that the Committee request that the Cabinet Decision is delayed in order to enable the Committee to scrutinise the plans and the views of residents. Upon being put to the vote this motion was not passed on a recorded vote.

RECORDED VOTE to support the Motion by Councillor Moulton to delay the Cabinet Decision:

FOR: Councillors Moulton and Galton

AGAINST: Councillors Evemy, A Frampton, Paffey, and Quadir

The Committee unanimously agreed the remaining recommendations as set out below.

RESOLVED: on consideration of the briefing paper relating to the forthcoming Cabinet Decision Holcroft House the Committee recommended:

- i) That, for the Cabinet meeting on 19 September, clarity should be provided around the specific works that had been identified as being required that have necessitated the increase in both the costs of the project and the timescales involved.
- ii) That the questions raised by Unite relating to Holcroft House would be circulated to the Committee.
- iii) That the Committee would be provided with written clarification with regards to the suggestion that resources may have been transferred from the Holcroft House budget to support the maintenance of the Glen Lee building.
- iv) That the Committee would be provided with an audit trail of the decision made by the Cabinet Member for Health, Adults and Housing to halt the fire safety remediation works in January 2023. The audit trail should include the forum for the decision, and how the decision was made.

23. **DRAFT CLIMATE CHANGE STRATEGY**

The Committee considered the report of the Cabinet Member for Environment and Transport which recommended that the Committee reviewed and provided feedback on the Council's draft Climate Change Strategy.

Councillor Keogh, Cabinet Member for Transport and District Regeneration; Steve Guppy, Service Manager: Sustainability; Melanie Roberston, Interim Sustainability Projects Officer were present and with the consent of the Chair addressed the meeting.

RESOLVED:

- i) That, to improve understanding and potentially raise revenue, consideration should be given to offering Carbon Literacy Training to Green City Charter partners; and
- ii) That, to change behaviours, consideration should be given to opportunities to discuss sustainable transport options with religious leaders in the city.

24. **HOW DO WE GET A BETTER DEAL FOR PRIVATE SECTOR RENTERS IN SOUTHAMPTON? - SCRUTINY INQUIRY TERMS OF REFERENCE**

The Committee considered the report of the Scrutiny Manager which recommended that the Committee considered and approved the draft terms of reference for the scrutiny inquiry.

Councillor Windle and Mark Pirnie, Scrutiny Manager were present and with the consent of the Chair addressed the meeting.

RESOLVED:

- i) that the Committee approved the draft terms of reference for the scrutiny inquiry
- ii) that authority was delegated to the Scrutiny Manager, in consultation with the Chair of the Scrutiny Inquiry Panel, to finalise the inquiry plan.

25. **MONITORING SCRUTINY RECOMMENDATIONS TO THE EXECUTIVE**

The Committee received and noted the report of the Scrutiny Manager which enabled the Overview and Scrutiny Management Committee to monitor and track progress on recommendations made to the Executive at previous meetings.

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Agenda Item 8

DECISION-MAKER:	OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE		
SUBJECT:	FORWARD PLAN		
DATE OF DECISION:	12 OCTOBER 2023		
REPORT OF:	SCRUTINY MANAGER		
<u>CONTACT DETAILS</u>			
Executive Director	Title	Executive Director – Corporate Services	
	Name:	Mel Creighton	Tel: 023 8083 3528
	E-mail	Mel.creighton@southampton.gov.uk	
Author:	Title	Scrutiny Manager	
	Name:	Mark Pirnie	Tel: 023 8083 3886
	E-mail	Mark.pirnie@southampton.gov.uk	
STATEMENT OF CONFIDENTIALITY			
<p>The Forward Plan of Executive Decisions from 17 October 2023 identifies that the St Mary's Leisure Centre Procurement Outcome Cabinet report is confidential.</p> <p>The report is deemed to be exempt from general publication based on Category 3 of paragraph 10.4 of the Council's Access to Information Procedure Rules as set out in the Council's Constitution. The St Mary's Leisure Centre Procurement Outcome report includes details of a proposed transaction which, if disclosed prior to contract, could put the Council or other interested parties at commercial disadvantage.</p>			
BRIEF SUMMARY			
<p>This item enables the Overview and Scrutiny Management Committee (OSMC) to examine the content of the Forward Plan and to discuss issues of interest or concern with the Executive to ensure that forthcoming decisions made by the Executive benefit local residents.</p>			
RECOMMENDATIONS:			
	(i)	That the Committee discuss the items listed in paragraph 3 of the report to highlight any matters which Members feel should be taken into account by the Executive when reaching a decision.	
REASONS FOR REPORT RECOMMENDATIONS			
1.	To enable Members to identify any matters which they feel Cabinet should take into account when reaching a decision.		
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED			
2.	None.		
DETAIL (Including consultation carried out)			
3.	The Council's Forward Plan for Executive Decisions from 17 October 2023 has been published. The following issues were identified for discussion with the Decision Maker:		

	Portfolio	Decision	Requested By
	Finance & Change	Medium Term Financial Strategy Update	Cllr Blackman / Cllr Moulton
	Environment & Transport	Change in City Centre parking charging hours	Cllr Blackman / Cllr Moulton
	Communities & Leisure	St Mary's Leisure Centre Procurement Outcome	Cllr Blackman
4.	Briefing papers responding to the items identified by members of the Committee are appended to this report. Members are invited to use the papers to explore the issues with the decision maker.		
RESOURCE IMPLICATIONS			
<u>Capital/Revenue</u>			
5.	The details for the items identified in paragraph 3 are set out in the Executive decision making report issued prior to the decision being taken.		
<u>Property/Other</u>			
6.	The details for the items identified in paragraph 3 are set out in the Executive decision making report issued prior to the decision being taken.		
LEGAL IMPLICATIONS			
<u>Statutory power to undertake proposals in the report:</u>			
7.	The duty to undertake overview and scrutiny is set out in Part 1A Section 9 of the Local Government Act 2000.		
<u>Other Legal Implications:</u>			
8.	The details for the items identified in paragraph 3 are set out in the Executive decision making report issued prior to the decision being taken.		
RISK MANAGEMENT IMPLICATIONS			
9.	The details for the items identified in paragraph 3 are set out in the Executive decision making report issued prior to the decision being taken.		
POLICY FRAMEWORK IMPLICATIONS			
10.	The details for the items identified in paragraph 3 are set out in the Executive decision making report issued prior to the decision being taken.		
KEY DECISION		No	
WARDS/COMMUNITIES AFFECTED:		None directly as a result of this report	
<u>SUPPORTING DOCUMENTATION</u>			
Appendices			
1.	Briefing Paper – Medium Term Financial Strategy Update		
2.	Briefing Paper - Change in City Centre parking charging hours		
3.	Briefing Paper - St Mary's Leisure Centre Procurement Outcome		

Documents In Members' Rooms		
1.	None	
Equality Impact Assessment		
Do the implications/subject of the report require an Equality and Safety Impact Assessments (ESIA) to be carried out?		Identified in Executive report
Data Protection Impact Assessment		
Do the implications/subject of the report require a Data Protection Impact Assessment (DPIA) to be carried out?		Identified in Executive report
Other Background Documents		
Equality Impact Assessment and Other Background documents available for inspection at:		
Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)	
1.	None	

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BRIEFING PAPER

SUBJECT: MEDIUM TERM FINANCIAL STRATEGY UPDATE
DATE: 12 OCTOBER 2023
RECIPIENT: OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE

THIS IS NOT A DECISION PAPER

SUMMARY:

At a meeting on 17 October 2023 Cabinet will consider a report of the Cabinet Member for Finance and Change providing an update of the council’s Medium Term Financial Strategy (MTFS). The Cabinet report will be published on 9 October 2023.

BACKGROUND and BRIEFING DETAILS:

1. The Cabinet report on an update of the MTFS will be published on 9 October 2023. Cabinet and full council received an update on the MTFS in July 2023 and the actions underway to address the financial challenges faced. The October MTFS update report provides a further update and includes additional cost control measures to help address the budget shortfall in the current and future years.

RESOURCE/POLICY/FINANCIAL/LEGAL/RISK MANAGEMENT IMPLICATIONS:

2. Details will be set out in the Executive decision making report published on 9 October 2023 - [Agenda for Cabinet on Tuesday, 17th October, 2023, 4.30 pm | Southampton City Council](#)

Appendices/Supporting Information:

3. Details will be set out in the Executive decision making report published on 9 October 2023 - [Agenda for Cabinet on Tuesday, 17th October, 2023, 4.30 pm | Southampton City Council](#)

Further Information Available From:	Name:	Mel Creighton Executive Director Corporate Services
	Tel:	023 8083 3528
	E-mail:	Mel.Creighton@southampton.gov.uk

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BRIEFING PAPER

SUBJECT: CHANGE IN CITY CENTRE PARKING CHARGING HOURS
DATE: 12 OCTOBER 2023
RECIPIENT: OVERVIEW AND MANAGEMENT SCRUTINY COMMITTEE

THIS IS NOT A DECISION PAPER

SUMMARY:

1. The Council has proposed introducing a single continuous parking charging period of 8am to 8pm for City Centre On Street Locations and 8am to Midnight for City Centre Off Street Car Parks. The policy goal of the proposal is to further encourage the alternative travel modes by ensuring that City Centre car trips are managed at all times when there is parking demand for the benefits of an improved air quality and reduced congestion. A public consultation on the proposals has been carried out from 1st September 2023 to 22nd September 2023. The proposal is recommended for approval. However, a further consultation has been recommended for the Zone 18 Permit Parking restrictions on Rockstone Place which operate in parallel to the Pay and Display restrictions on that road.

BACKGROUND and BRIEFING DETAILS:

2. The Council has proposed amending the parking tariffs for City Centre locations by adopting a single continuous charging tariff structure that will apply 8am to 8pm (On Street) and 8am to Midnight (Off Street) for all days of the week. The existing charging structure for City Centre on street locations is Monday to Saturday 8am to 8pm with a separate evening tariff that applies 6pm to 8pm, and Sundays/Bank Holidays 1pm to 6pm. The existing tariff structure for City Centre Off Street car parks is Monday to Saturday 8am to Midnight, with a separate evening tariff that applied 6pm to Midnight, and Sundays / Bank Holidays 12pm to 6pm. The existing and proposed changes are set out in Annex 1 and 2.
3. The aim of the proposals is to have a consistent charging structure for the purpose of managing car trips at times when there is parking demand. Regardless of the time or purpose of a visit there is still a need to manage car trips and by extension, parking demand. This further encourages the use of alternative travel modes for the benefits of improved air quality and reduced congestion. The City Centre can experience congestion outside of typical peak periods particularly during stadium events, busy cruise periods and other city centre based events such as the marathon. Vehicle trips also have other impacts regardless of when they are made such as wear on highway infrastructure, including road surfaces and structures. Surplus on street parking revenue can assist in better covering these costs, while off street revenue is utilised for maintaining car parks and investing in new infrastructure such as updated barrier control systems. In this regard, tariffs should be in place to manage all trips.
4. The Council's parking infrastructure collects data on date/time of transactions at Pay and Display Machines and time of entry into the 4 barrier controlled car parks. While the former does not account for any vehicles arriving at a parking location where the tariff is not paid by

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the driver (e.g. because the charging hours are not in effect), some drivers still make a transaction to account for a stay that does include the charging period. Combining the two sets of data provides a figure for the minimum parking demand for City Centre locations outside of the current Sunday charging periods;

27/08/2023 (Before 12pm) - 961	27/08/2023 (After 6pm) - 211
03/09/2023 (Before 12pm) - 1,072	03/09/2023 (After 6pm) - 155
10/09/2023 (Before 12pm) - 963	10/09/2023 (After 6pm) - 148
17/09/2023 (Before 12pm) - 972	23/09/2023 (After 6pm) - 208

It is evident that even without accounting for vehicles who arrive and depart at Pay and Display locations without needing to pay, there are a high number of vehicles arriving in the City Centre during these times.

5. As part of the development of these proposals, the Council has carried out a benchmarking exercise with other authorities (see Annex 3). It has found that similar urban centres within the region, i.e. those with a comparative retail/leisure offer, are already operating tariff structures that constitute a single continuous charging period. This includes Portsmouth where City Council car parks operate a 24 hour single continuous tariff Monday to Sunday and Bournemouth, where many of their City Centre sites operate in a similar way. Winchester has recently changed their tariff structure, so that high demand car parks now have standard tariffs for Monday to Sunday 8am to 7pm.

The Council has carried out a consultation on the proposals between 1st September 2023 and 22nd September 2023. 347 responses were received in total.

- 287 responses were logged as objections to the proposals
- 35 responses were logged as supporting the proposals
- 25 responses were logged as comments

A summary of the objections and officer responses is included as Annex 4.

A table of all the representations submitted is included as Annex 5. It is the officer's view that no objections have been raised that constitute any material overriding consideration to the proposals. The exception to this is Rockstone Place for which further consideration is outlined below.

6. Provision for making amendments to parking tariffs is held under Officer scheme of delegation within the Council constitution under Section 23.16. Therefore, amendments to parking tariffs would usually be done under delegated authority with Administration oversight. As evening tariffs were effectively set by Cabinet decision in October 2022, any subsequent change to tariffs during this period would subject to a Cabinet decision. It is therefore recommended that Cabinet delegates all future amendments of parking tariffs and tariffs structures to the Executive Director - Place. This will provide a more flexible process for the amendment of parking tariffs going forward.
7. The parking bays in Rockstone Place are both permit parking bays for Zone 18 and Pay and Display Bays. While the Council has effectively consulted on changing the days and hours of operation of these bays, it did not specifically do so for permit parking restrictions. It is

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therefore recommended that the proposals for the pay and display aspect of the restriction is approved in principle subject to a further consultation on the Zone 18 permit parking restrictions. It is noted that permit holders would be largely unaffected by any change as the permits would continue to be valid during the extended charging periods.

RESOURCE/POLICY/FINANCIAL/LEGAL IMPLICATIONS:

8. Parking tariff changes are not done for the purpose of raising revenue, but to address policy goals as outlined in the proposal. It is projected that there will nonetheless be an impact on parking revenue which is set out below;

The impact on income has been based on applying proposed tariffs to average usage data on affected car parks to assess the likely changes to income, with a general assumption that usage may reduce slightly as a result of the implementation from November 2023. This has then been compared to current budget in 2023 and income assumptions from 2024/25 in the MTFS.

On Street

The overall increase in income in 2023/24 (Nov '23 to March '24) is expected to be £0.1M, rising to £0.2M from 2024/25. The On-street parking account is ring fenced and the additional revenue from this proposal will be reinvested to support transport provision elsewhere in the Council's revenue budget.

Off Street

The overall increase in budgeted income in 2023/24 (Nov '23 to March '24) is expected to be £0.28M, increasing to £0.68M from 2024/25. This will be reflected in the MTFS following approval.

9. Local Authorities have powers to set parking tariffs and charging structures under Part IV the Road Traffic Regulation Act 1984. Other relevant legislation is the Equalities Act 2010, Crime & Disorder Act 1998 and Human Rights Act 1998
10. The proposal is supportive of Policies I3 – Smart Parking (a single continuous tariff supports the broad policy goal), R1 – Well Managed Highway (on street parking revenue contributes to Highway maintenance budgets), A1 – Liveable City Centre, A3 – Environment and Policy Z1 – Zero Emission City (through deterring car use), Policy HA3 – Walking (by encouraging people to walk through the City Centre and not specific destinations), HA4 – Smarter Travel Choices (by encouraging the use of alternative travel modes) in Connected Southampton, the Council's Local Transport Plan.

The proposal can be considered a clear policy response to challenges noted in 2.4.2 of the Council's Bus Service Improvement Plan

OPTIONS and TIMESCALES:

11. If approved by Cabinet on 17 October, implementation of the proposals will commence in November 2023.

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RISK MANAGEMENT IMPLICATIONS

There is some potential for drivers to migrate to other parking providers within the City Centre which, if occurring in significant volumes, put the policy goals of the proposals at risk. It is noted however that West Quay car parks (the largest private sector provider) currently operates both a Sunday morning charge and Sunday evening charge as does West Quay Retail Park (evening charging period until 8pm) and the NCP (charging structure operates 24 hours). Both West Quay Shopping Centre and West Quay Retail Park currently offer a cheaper parking rate in the evening period. It is believed that users would typically use parking locations close to their destination in the evening or use alternative means of travel as per the policy goal.

Appendices/Supporting Information:

- Annex 1 – Existing Tariff Structure
- Annex 2 – Proposed Tariff Structure
- Annex 3 – Sunday Charging Benchmarking Document
- Annex 4 – Summary of Objections and Officer Response
- Annex 5 – Consultation Responses
- Annex 6 – Public Notice On Street Proposals
- Annex 7 – Public Notice Off Street Proposals
- Annex 8 – ESIA

Further Information Available From:	Name:	Richard Alderson – Service Manager, Parking & Itchen Bridge
	Tel:	023 8083 2725
	E-mail:	richard.alderson@southampton.gov.uk

Monday to Saturday 8am to 6pm, Sundays and Bank Holidays 12pm to 6pm
 Evening Tariff (£1.00 – 1 hour, £2.00 over 1 hour) - Monday to Saturday 6pm to Midnight
 Bedford, Eastgate & Grosvenor MSCPs £4 per day after 1st 24 hours

Car Park	10 mins	30 mins	1 hr	90 mins	2 hrs	3 hrs	4 hrs	5 hrs	6 hrs	7 hrs	All Day to 6pm
Albion Place		£0.60	£1.60		£3.00						
Amoy Street	Free		£1.00		£2.50	£3.50	£4.50	£5.30	£6.80	£7.30	£8.00
Bedford Place MSCP			£1.00		£2.50	£3.50	£4.50	£5.30	£6.80	£7.30	£8.00
Bevois Valley	Free		£0.70		£1.50	£2.00	£3.00				£5.00
Bond Street Wkday					£1.50		£2.50				£3.50
Bond Street Wkend					£2.00		£5.00				£6.00
Castle Way		£0.60	£1.60		£3.00						
Civic Centre		£0.60	£1.60		£3.00						
Commercial Road	Free	£0.60	£1.60		£3.00						
College Street			£1.00		£2.50	£3.50	£4.50	£5.30	£6.80	£7.30	£8.00
Compton Walk	Free		£1.00		£2.50	£3.50	£4.50	£5.30	£6.80	£7.30	£8.00
Grosshouse Hard					£1.40		£2.60				£4.20
Eastgate MSCP			£1.00		£2.50	£3.50	£4.50				£5.00
Gloucester Square			£1.00		£2.50	£3.50	£4.50	£5.30	£6.80	£7.30	£8.00
Grosvenor Square MSCP			£1.00		£2.50	£3.50	£4.50	£5.30	£6.80	£7.30	£8.00
Grosvenor Square North			£1.00		£2.50	£3.50	£4.50	£5.30	£6.80	£7.30	£8.00
Handford Place			£1.00		£2.50	£3.50	£4.50	£5.30	£6.80	£7.30	£8.00
Harbour Parade			£1.10		£2.00	£3.40	£4.30	£5.10	£6.40	£7.00	£7.50
James Street			£1.00		£1.40	£2.60	£4.20				£5.50
King's Park Road			£1.00		£2.50	£3.50	£4.50	£5.30	£6.80	£7.30	£8.00
Marlands MSCP			£1.00		£2.00	£2.80	£3.50	£4.00	£4.20	£4.50	£5.00
Mayflower Park					£1.00						
Northam Road			£1.00		£2.00	£2.50	£3.00	£3.20	£3.50	£3.70	£4.20
Ordnance Road Wkday					£2.00		£4.00				£6.00
Ordnance Road Wkend					£2.00		£3.00				£5.00
Six Dials			£1.00		£2.00	£2.50	£3.00	£3.20	£3.50	£3.70	£4.20
Southbrook Road North			£1.00		£2.50	£3.50	£4.50	£5.30	£6.80	£7.30	£8.00
Southbrook Road South			£1.00		£2.50	£3.50	£4.50	£5.30	£6.80	£7.30	£8.00
Southampton Street Wkday					£2.00		£4.00				£6.00
Southampton Street Wkend					£2.00		£3.00				£5.00

Trinity Road			£1.00		£2.00	£2.50	£3.00	£3.20	£3.50	£3.70	£4.20
West Park Rd MSCP Wkday					£2.50	£3.50	£4.50	£5.00			£6.00
West Park Rd MSCP Wkend					£1.50	£2.50					£4.00
Wilton Avenue	Free	£0.50	£1.30		£2.80	£3.50					
Wyndham Place	Free	£0.60		£1.60	£3.00						

Monday to Saturday 8am to 6pm, Sundays and Bank Holidays 1pm to 6pm
Evening Tariff (£0.50 – per 30 mins) - Monday to Saturday 6pm to 8pm

Car Park	10 mins	30 mins	1 hr	90 mins	2 hrs	3 hrs	4 hrs	All Day to 6pm
Inner Zone		£1.00	£2.00	£3.00	£4.00			
Inner Zone (10 Min Free)*	Free	£1.00	£2.00	£3.00	£4.00			
Outer Zone (Green)			£1.00		£2.50	£3.60	£4.70	
Outer Zone (Green 10 min Free)**	Free		£1.00		£2.50	£3.60	£4.70	
Outer Zone (Long Stay)			£1.00		£2.50		£4.70	£5.50

* Bedford Place, East Street, London Road, St. Marys Road, St Mary's Street
** Queens Way

Monday to Sunday 8am to Midnight
Bedford, Eastgate & Grosvenor MSCPs £5 per day after 1st 24 hours

Car Park	10 mins	30 mins	1 hr	90 mins	2 hr	3 hr	4 hr	5 hr	10 hr	All Day
Albion Place		£1.00	£2.00		£3.60		£5.50			
Amoy Street					£2.80	£3.70	£4.60	£5.50	£9.00	£11.00
Bedford Place MSCP					£2.80	£3.70	£4.60	£5.50	£9.00	£11.00
Bevois Valley			£1.00		£2.00	£3.30	£4.50			£8.30
Bond Street					£2.50		£5.00		£6.00	£8.30
Castle Way		£1.00	£2.00		£3.60		£5.50			
Civic Centre		£1.00	£2.00		£3.60		£5.50			
Commercial Road		£1.00	£2.00		£3.50	£4.50	£5.50			
College Street					£2.80	£3.70	£4.60	£5.50	£9.00	£11.00
Compton Walk	Free		£1.50		£2.80	£3.70	£4.60	£5.50	£9.00	£11.00
Crosshouse Hard					£1.60		£2.80		£5.00	£7.00
Eastgate MSCP			£1.50		£2.80	£3.70	£4.60	£5.50	£7.00	£9.00
Gloucester Square					£2.80	£3.70	£4.60	£5.50	£9.00	£11.00
Grosvenor Square MSCP					£2.80	£3.70	£4.60	£5.50	£9.00	£11.00
Grosvenor Square North					£2.80	£3.70	£4.60	£5.50	£9.00	£11.00
Handford Place					£2.80	£3.70	£4.60	£5.50	£9.00	£11.00
Harbour Parade					£2.20	£3.60	£4.40	£5.20	£8.50	£10.50
James Street			£1.20		£1.60	£2.80	£4.50		£6.00	£8.00
King's Park Road					£2.80	£3.70	£4.60	£5.50	£9.00	£11.00
Marlands MSCP			£1.50		£2.80	£3.70	£4.60	£5.50	£7.00	£9.00
Mayflower Park					£1.50					
Northam Road			£1.20		£2.20	£2.70	£3.20	£3.70	£6.00	£8.00
Ordnance Road					£2.20		£4.40		£8.30	£10.30
Six Dials			£1.20		£2.20	£2.70	£3.20	£3.70	£6.00	£8.00
Southbrook Road North					£2.80	£3.70	£4.60	£5.50	£9.00	£11.00
Southbrook Road South					£2.80	£3.70	£4.60	£5.50	£9.00	£11.00
Southampton Street					£2.20		£4.40		£8.30	£10.30
Trinity Road			£1.20		£2.20	£2.70	£3.20	£3.70	£6.00	£8.00
West Park Road MSCP					£2.80	£3.70	£4.60	£5.30	£7.00	£9.00
Wilton Avenue		£0.80	£1.60		£3.20	£4.20				
Wyndham Place		£1.00	£2.00		£3.50	£4.50	£5.50			

Monday to Sunday 8am to 8pm										
Car Park	10 mins	30 mins	1 hr	90 mins	2 hr	3 hr	4 hr	5 hr	10 hr	All Day
Inner Zone		£1.20	£2.50	£4.00	£5.50		£8.00			
Inner Zone (St. Marys Rd)	Free	£1.20	£2.50	£4.00	£5.50					
Outer Zone (Short Stay)			£1.20		£3.00	£4.00	£5.50			
Outer Zone (Long Stay)			£1.20		£2.70		£5.00		£6.00	£8.00

Agenda Item 8b

Appendix 3

Local Authority	Main Sunday Charging Hours		Variable?
	On Street	Off Street	
Hampshire Authorities			
Portsmouth	8am to 6pm	24 hours	Some On Street locations are 24 hours
New Forest	N/A*	8am to 6pm	Coastal car parks operate 6am to 10pm in Summer months
Winchester	N/A*	24 hours	Separate tariff applies 7pm to 8am. Some car parks in lower demand locations operate free of charge on Sundays
Eastleigh	None	7am/8am to 6pm or 24 hours	Separate tariff applies on Sundays in Council multi-storey across 24 hour charging period
Test Valley (Romsey/Andover)	N/A*	None	N/A
Fareham	N/A*	10:30am to 4pm	Some car parks in lower demand locations operate free of charge on Sundays
Gosport	N/A*	8am to 7pm	Some car parks operate as limited waiting facilities
Basingstoke	N/A*	24 hours	Separate tariff for 7pm to 8am
Rushmoor	N/A*	8am to 6pm	Separate tariff applies on Sundays - £0.60 all day
East Hants	N/A*	10am to 4pm	Some car parks in lower demand locations operate free of charge on Sundays
Havant	N/A*	Charges apply 8am to 6pm on Sun in some sites	
Comparable Urban Centres			
Bournemouth	24 hours	24 hours	Hours of operation are subject to variation but majority of sites not charging 24 hours, are charging between 8am to 6pm on Sundays as a minimum
Bath	8am to 7pm	24 hours	Separate tariff applies 8pm to 8am
Brighton	9am to 8pm	24 hours	Variable charges evenings and weekends but still high cost
Bristol	24 hours	24 hours	Separate tariffs applies 6pm to Midnight and Midnight to 8am
Exeter	11am to 5pm	8am to 10pm or 8am to Midnight	
Reading	Charges apply 24/7 at some sites	24 hours	Variable charges at weekends but still more than current Southampton tariffs

*Limited No. of On Street Pay and Display locations

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Issue	Response
<p>Economic Impact</p> <p>The proposals will have a negative impact on the city centre economy and local businesses.</p> <p>Example comments:</p> <p><i>“Will drive people to not visit Southampton and businesses will suffer.”</i></p> <p><i>“These proposals are so negative towards the number of retailers who rely on people driving by and buying from their shops, especially those who are elderly or have mobility issues. This discourages people from visiting the city centre when we should be supporting people visiting, the proposals combined with those on shutting roads, creating cycle lanes and eliminating vehicles from the city centre are so far away from the mind set of the majority of Southampton residents”</i></p> <p><i>“It represents a fine on visiting the city in the evening especially cultural activities such as the Mayflower theatre. It will cost more to monitor and patrol than it will raise. Stupid idea.”</i></p>	<p>There is no conclusive link between the health of the city centre economy and car parking charges.</p> <p>The cost of parking is just one of numerous variables which influence the economic success of the city centre. As well as many factors unrelated to parking, the availability and quality of parking provision play a role in making the city centre an attractive destination. The implementation of a revised charging structure would be expected to facilitate these two elements.</p> <p>The parking services team have carried out a benchmarking exercise and have found that Southampton is currently one of the cheapest parking destinations among urban centres with a comparable retail offering. The revised tariffs maintain a competitive offer in comparison to local and regional destinations.</p> <p>The retail and leisure destinations within Southampton city centre are well served by private sector alternatives. If the implementation of parking charges was detrimental to businesses, the major retail centres within city centres would not charge for parking within their car parks. However, this is not the case.</p>
<p>Cost of Living</p> <p>Significant increases in the cost of living have reduced the ability of many to pay additional parking charges.</p> <p>Example comments:</p> <p><i>“This is a very poor proposal to increase the cost of parking at a time when household budgets are under pressure.”</i></p> <p><i>“Cost of living crisis now is not a time to increase pain for residents”</i></p>	<p>Overall parking charges have not increased for a period of over 10 years, and as such no longer align with policy objectives to manage car usage and encourage the use of alternative modes of transport to the city centre.</p> <p>As noted above Southampton is currently one of the cheapest parking destinations among urban centres with a comparable retail offering. The revised tariffs maintain a competitive offer in comparison to local and regional destinations.</p>

<p>Lack and unsuitability of public transport</p> <p>Public transport options to the city centre are not suitable or available for many people as such there is a requirement to drive and use parking.</p> <p>Example comments:</p> <p><i>“The proposal says it is to encourage alternative means of transport. As a retired couple who enjoy going to the cinema and Mayflower theatre, where will we find alternative means of transport during the evening at an affordable cost. Taxi is at least £15 each way. Buses, few and far between or fail to run late in the evening for people like us we mobility issues.”</i></p>	<p>There are a range of Bus Services that operate during the evening including late night services and Sunday morning.</p> <p>The Council will continue to work with bus operators on fare offers, including;</p> <p>£1 Evening Fare continuing to March 2025 for £1 evening fares in Southampton after 1800</p> <p>Group Fare Offer (£5 for 5) for Summer 2023 & 2024 (six week school holiday period only) and Christmas 2023 and 2024 (six-seven week period prior to New Year’s Day)</p>
<p>Personal Safety</p> <p>Using public transport or walking from alternative parking locations will create a safety issue for vulnerable individuals.</p> <p>Example comments:</p> <p><i>“I am against the changed proposals in evening parking charges for the main reason that they will make the city inaccessible for many people due to the poor provision of the public transport network in the evening.</i></p> <p><i>For example, I can access one bus per hour in the evening, which ends too early for me to get home after events like concerts, shows, theatre etc. Furthermore, this bus is still at least 15 minute walk away from my home and I do not feel safe walking home in the dark given the prevalence of attacks on women across the city. This is also true for waiting for the bus - hanging around anywhere in the evening waiting is a recipe for danger.”</i></p>	<p>The Council recognises that night-time safety is a concern amongst the public particularly if travelling home alone.</p> <p>However, it is not within the function of parking charging policies to manage these issues.</p> <p>The Council works closely with the Police and other partners on supporting Safer Neighbourhoods to improve public safety at night.</p>

<p><i>"I now have to rely on the car for late evening and early night driving I don't feel safe enough walking in the dark."</i></p>	
<p>Revenue raising</p> <p>The evening and overnight parking charges are only being introduced to raise money for the Council.</p> <p>Example comments:</p> <p><i>"Removal of the evening rate provides no benefit to residents, only increases income for the council"</i></p> <p><i>"Since the Labour council took over it has admitted a shortfall in revenue and by hitting the motorist again seems their way to claw back funds."</i></p> <p><i>"Much like the last consultation, no good reasons proposed or a clear statement of what the actual problem is other than a generic series of bullet points. Indicative of a decision already made in order to increase revenue from parking and from fines."</i></p>	<p>Parking Charges are not implemented to raise revenue, but to address policy goals as outlined in the proposal. Any surplus revenue is used for the public good, with on-street surplus specifically ring fenced for transport related expenditure.</p>
<p>Impact on residents</p> <p>Residents within the city would be unfairly impacted by the revised charging hours. The cost of parking would be unsustainable for them and their visitors.</p> <p>Example comments:</p> <p><i>"For residents that live in apartments with no parking (of which you continue to build more and more of), this is the only option. The introduction of the evening charge means that I now pay £230 a month, as there are no permits available, for this area."</i></p>	<p>The Council maintains a series of City Centre Season Tickets by means of a mitigation for residents who need to own a car.</p> <p>However, part of the reason for the revised parking tariffs is to manage demand for parking by City Centre residents. There is only a limited amount of parking available relative to other residential areas and the Bargate Ward (which covers the City Centre area) is projected to have a population of circa 28,000 by 2024.</p>

<p><i>I invite you to treat inner city and residential areas on-street parking separately. Do your research!"</i></p>	
<p>Impact on community groups</p> <p>The proposals will have a negative impact on many charities, societies and other community groups which operate in and around the city centre. The cost of parking would make it impossible for some participate in these groups.</p> <p>Example comments:</p> <p><i>"I play in an amateur orchestra that meets once a week during term time. We start rehearsing at 7.30pm, but before then in time means I pay £1 for parking. With the new proposals, that will be £2.50 which is high cost. If we meet 30 times a year, an orchestra member will have to pay £75 per year instead of £30 per year - that is £75 on top of our members subscription of £100 per year. That seems a lot of money extra, and may well discourage community groups from meeting in the city centre."</i></p>	<p>The aim of the proposals is to have a consistent charging structure for the purpose of managing car trips at times when there is parking demand. Many similar urban centres have charges that apply during these times.</p> <p>Regardless of the purpose of a visit there is still a need to manage car trips and parking demand.</p>
<p>Impact on groups attending Places of Worship</p> <p>There are currently no City Centre parking charges on Sunday morning or Sunday evening (after 6pm) during which periods some community groups attend Places of Worship. Parking charges may be payable by groups who have previously parked during these times without charge.</p> <p>Some respondents have also stated that introducing parking charges on Sunday mornings and Sunday evenings could be discriminatory against some community groups.</p> <p>Example comments:</p> <p><i>"As a church member and a voluntary server of the City community, I think it is sad that the council are implementing charges on a</i></p>	<p>The aim of the proposals is to have a consistent charging structure for the purpose of managing car trips at times when there is parking demand. Many similar urban centres have charges that apply during these times on Sundays.</p> <p>The Council currently applies parking charges Monday to Saturday, 8am – 8pm (on-street) and 8am – midnight (off-street). These charging periods encompass times of worship and meetings for other community groups. So therefore, the revised charging structure constitutes an equal parking structure for all daytime/evening activities.</p> <p>The Council would not be able to consciously provide a preferential parking tariff structure for one community group.</p>

Sunday morning in particular. I would find it a real financial burden and a disincentive to continue in my current serving roles in the community if these plans go ahead.”

“We attend Church every Sunday, with many others. To begin charging for parking would be to threaten the ability of some families to afford to attend. This would be contrary to the Council's policy on allowing residents of Southampton to practice their religion and attend worship without hinderance. Please do not charge on a Sunday morning around Churches, or in fact for Saturday mornings around the Mosques either. Thank you.”

“We have a lot of Church members who come to serve the City community very regularly. They are providing food, community, debt help, and numerous other facilities for the needy in our city. We love our city and want to continue serving it but having these extra charges will make it impossibly expensive for people to attend church on Sunday's and come to evening meetings, as well as serving in the day. These evening and Sunday mornings were previously not charged but if the charges are made, people will not be able to come to church and serve the city. Please reconsider, at least for Sunday mornings and evenings so we can continue to love our city.”

“I am writing to protest most strongly that your current proposals regarding city centre parking discriminate against the church-going community in the city on Sunday mornings, which amounts to several thousand people. I am primarily opposed to the timings rather than the charges themselves, although I do consider the price increase to be too great. As for the timings, I wish to request that the current commencement of charges at 1pm be continued, in order to facilitate public worship by the sizeable church-going community which, in addition to its own corporate gatherings, is involved in many community-related & charitable events, which benefit the wider

<p><i>city population in general, and the less fortunate segment of that population in particular.”</i></p> <p><i>“The proposed parking charges will Kill off places of worship, such as St Michael's, St Josephs, Above Bar, Community Church, James Street, St Nicholas, Central Baptist Church to name but a few. The actions can be classed as discriminatory. To go from £0 to £8 for four hours on a Sunday morning (before 1300 hrs) is totally outrageous and unforgivably greedy. I am aware that councils need money, but stealth taxes are immoral. St Michael's the oldest building in constant use in the City and was once the site of Mayor Making as it was the Civic Church. If all that is lost, be it on your conscience. If all of these proposals go ahead, the whole council should be ashamed of itself for helping to destroy the economy of the city.”</i></p>	
<p>The proposals are an attack on motorists.</p> <p>Example comments:</p> <p><i>“This is yet a further attack on the motorist by Southampton City Council.”</i></p> <p><i>“Usual fleecing of the motorist so the council can build more unused cycle lanes.”</i></p> <p><i>“Just another tax on the everyday motorist. It will make the city less attractive to visit.”</i></p>	<p>The aim of the proposals is to have a consistent charging structure for the purpose of managing car trips at times when there is parking demand.</p> <p>The Council’s key transport policies are focused on encouraging the use of alternative transport modes, particular for local trips. This would provide an overall benefit for those who have to drive by reducing traffic and congestion.</p> <p>The Council provides a range of parking facilities and tariff options for those who need to drive and also offers season tickets for regular users.</p> <p>The Council is also investing in charging infrastructure for electric vehicles within the city to support the use of electric vehicles going forward.</p>
<p>The removal of previously available tariff options such as charges for 1 hour and other short stays</p>	<p>The removal of short stay options has been proposed for facilities which are primarily aimed at long stay users. Short stay tariff options</p>

<p>Example comments:</p> <p><i>“Not happy about removal of 1hour option in Gloucester Square, a visit to Telephone House surgery rarely takes much more than 30 mins. A charge of £2.80 is a lot to pay and the 2 hour time is excessive for a surgery visit.”</i></p> <p><i>“Very much against the removal of the shorter time parking charges from the Bedford place area , given the number of businesses in Bedford place , dentists , hairdressers, shoe and clothes shops , art shop to name a few , a single two hour parking time is simply not acceptable ! Is the expectation that all these businesses will close and we are to have another area like Portswood which has nothing but coffee shops and takeaways ?”</i></p>	<p>have been maintained in short stay car parks in the vicinity of local shops and other similar destinations.</p>
<p>The proposals will not have any meaningful impact on the environment.</p> <p>Example comments:</p> <p><i>“It is highly unlikely this will make a meaningful difference to the environment. The steady move already in progress to less polluting vehicles will already deliver improvements.</i></p> <p><i>We should be encouraging visitors to the city, and there is no need to copy the behaviour of other councils without good cause.”</i></p> <p><i>“This is another cost lumbered on the public in the middle of a cost of living crisis. It will impact the night time economy and will have little or no impact on air quality.”</i></p>	<p>The aim of the proposals is to have a consistent charging structure for the purpose of managing car trips at times when there is parking demand.</p> <p>This aligns with the Council’s key transport policies which are focused on encouraging the use of alternative transport modes, particular for local trips for the benefits of reducing congestion and improved air quality.</p>
<p>Removing the separate evening charges tariff will increase costs for evening visits.</p>	<p>The aim of the proposals is to simplify the tariff structure to make it more straight forward for users to understand. The Council has</p>

<p>Example comments:</p> <p><i>“The new proposals are particularly detrimental to visitors to the city in the evening as removes the maximum fee of £2 for parking up to midnight with the introduction of the hourly charge. This will particularly affect theatre goers as shows are typically over 2 hours and then additional time needed to get to the theatre and be seated and then return to the vehicle afterwards. This potentially means you now need to buy 4 hours of parking instead of the £2 max charge currently and will directly impact Mayflowe and MAST theatre attendance.”</i></p>	<p>received a number of complaints over the last 10 months that a separate evening charging tariff is confusing particularly for users arriving during the daytime charging period and seeking stay into the evening.</p> <p>The Council has retained the £150 Overnight Season Ticket for residents and overnight workers.</p>
<p>Rockstone Place Permit Parking Restrictions</p> <p>Proposals will impact on the Zone 18 Permit Parking Restrictions on Rockstone Place</p> <p>Example comments:</p> <p><i>“We strongly object to any further parking restrictions in Z18, and petition again for residents to be permitted to apply for a limited number of visitor permits (for example 10 per annum, for Z18 or even in adjacent zone 5 or zone 1). Rockstone Place is principally a residential street, though is also used sporadically by visitors to the nearby court buildings, "The Workstation" at no.15, and patrons of St Edmund's church (two or three evenings a week, and Sunday Mornings). Current limits on P&D parking (8am--6pm, max 4hrs) are already a serious hindrance to friends or family visiting for a few days, resulting in unnecessary movement of vehicles from one road to the next hopping between various restrictions, or "dumping" them on other residential streets further away... all of which is both inconvenient and detrimental to the environment. In the evenings and at weekends the road is typically at least half empty, and it is a rare occasion (apart from during mass) when there are no spaces</i></p>	<p>Officers are recommending a further consultation on the days/hours of operation of the Zone 18 Permit Parking Restrictions on Rockstone Place</p>

available at any time of day/night/week. We struggle to see any benefit to the residents and users of Rockstone Place from the proposed changes.”

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Removal of the evening rate provides no benefit to residents, only increases income for the council

This is a very poor proposal to increase the cost of parking at a time when household budgets are under pressure. I am a regular long-stay user of College Street car park and it is very unfair to increase the cost of parking after 8pm.

I think it is a fair and even still quite cheap change to parking charges

This is yet a further attack on the motorist by Southampton City Council.

Too expensive, would not go into the city due to the charges now if they are implemented.

I believe they offer excellent value for money even at the increased rates, when compared to other local councils, which are way higher! Also, would be nice to have an easy 10 hr option which covers anyone working all day in the city centre, without the shorter time periods being particularly costly.

Will drive people to not visit Southampton and businesses will suffer.

It represents a fine on visiting the city in the evening especially cultural activities such as the Mayflower theatre. It will cost more to monitor and patrol than it will raise.

Stupid idea.

The proposal says it is to encourage alternative means of transport. As a retired couple who enjoy going to the cinema and Mayflower theatre and living in Sholing where will we find alternative means of transport during the evening at an affordable cost . Taxi is at least £15 each way. Buses, few and far between or fail to run late in the evening for people like us we mobility issues. Moving the parking times from 6pm to 8pm will have minimal financial increase to the council coffers. Increase in hourly charge is just about acceptable , however using the excuse it benefit cleaner air is insulting to the people in Southampton . It is pure a money making ploy but the badly run labour council who spend money paying employees to weed the central reservation on Mountbatten Way for example

I will be personally inconvenienced by these proposals, but still support them for the benefit of all residents of the city.

The public transport is not regular or safe enough and car parking is already ridiculously expensive

you will be ensuring everyone continues to shop outside of the city and online there will be few to no retail left in Southampton

The prices proposed are not excessive. The traffic in and around the city is awful so I'm not sure why so many people choose to drive anyway. Buses are frequent and cheap. I own a car and do not drive into the city!

People have got lots of more important bills to pay without increasing parking charges.

The city council website explicitly states, part of my council tax goes towards parking.

Why, as a resident of Southampton should i pay twice for parking?

You claim that this will encourage people to use alternative transport but have supplied no evidence of this... until research has been done you cannot make changes.

Discouraging more and more people to visit the city centre will ultimately result in a drop in your venue, whilst all the while patting yourselves on the back about how much extra money you've embezzled.

This is another cost lumbered on the public in the middle of a cost of living crisis. It will impact the night time economy and will have little or no impact on air quality.

all labour councils do is waste other peoples money .

Always going after people who drive cars, it is not lke we see any benefits with road closures after road closures months on end with nobody it seems working on site.

any excuse to keep going after drivers who already pay enough a week to drive their cars.

enough is enough.

Just another tax on the everyday motorist. It will make the city less attractive to visit.

The air quality in Southampton is, according to the local Echo, among the 10 worst cities in the UK. Urgent and drastic action needed to be taken, and I welcome these plans in that vein; I do hope the additional revenue is reinvested in active travel, and public transport infrastructure throughout the city creating viable alternatives to driving.

Proposals seem reasonable and I agree with simplifying the charges.

I object to having to pay on a Sunday morning in order to go to church at St Michael's in the old town. This is discrimination. At that time there is hardly anyone around so it's just a means of raising revenue, again! We have many elderly congregation members and the buses do not have a good enough coverage at that time of day.

This is a huge increase in parking prices. Welcome to the Labour council.

Making parking more restrictive will be counterproductive and will drive people away from city centre. Already council is earning or taking away from people very hard earned money after paying tax etc through various means. Increasing another costs at some lame excuse or for a counterproductive reason should be avoided at any means. This is another way of hitting the drivers and families while all other costs are skyrocketing. So please try find ways how you can help people and stop making more ways to tax people.

Far too large an increase

I understand the need for motorists to pay for parking during the day, mostly to encourage them to use alternative transport and to raise revenue for road improvements, BUT why charge for evenings? We want people to visit Southampton and enjoy eating out and entertainment without having extra parking charges on top of expenditure. The buses do not run late and more infrequently in the evenings, so not always a viable option. Due to the evening charges, my family choose out of city pubs and restaurants to meet with friends. You should be encouraging locals and visitors into the city to socialise.

I think that maintaining free parking in the city centre on Sunday mornings will be good for trade and will encourage shoppers to arrive earlier than otherwise and is also good for church goers who worship in the city centre.

Cost of living crisis now is not a time to increase pain for residents

Charging people to park when attending religious services of any religion strikes me as being discriminatory. Hence charging on a Sunday morning seems totally unacceptable. Likewise the night time economy is going to be severely hit if charges go on until midnight. This is very short-sighted in being a way to claw back because of over expenditure.

Good idea!

For people attending places of worship on a Sunday, these people will be penalised if charges are applied before 1300 hours. There are places of worship like St Michael the Archangel, St Joseph, St Nicholas Greek church, Above Bar church to name but a few which do not have off street parking facility. As I work at St Michael's, I would be penalised every time I came into the parish. There are several more elderly parishioners who rely on their car on a Sunday, and they would be unfairly penalised.

The new proposals are particularly detrimental to visitors to the city in the evening as removes the maximum fee of £2 for parking up to midnight with the introduction of the hourly charge. This will particularly affect theatre goers as shows are typically over 2 hours and then additional time needed to get to the theatre and be seated and then return to the vehicle afterwards. This potentially means you now need to buy 4 hours of parking instead of the £2 max charge currently and will directly impact Mayflower and MAST theatre attendance.

Removing the 10 min free parking slots could mean people travel elsewhere instead, or even increase use of online services killing the high street and surrounding areas further. Southampton is not a top nightspot nor top shopping area - it is OK. Extending parking times in private roads can increase loneliness of residents with people less

willing to visit or visiting later. Public transport needs to come before making it less inviting to drive into Southampton, not afterwards. Why alienate customers and companies? Southampton has issues with drugs and anti-social behaviour: it is not a great place to be, so do people need further encouragement not to come into the city? Charging motorists to pay the full rate until midnight for off street parking will have an adverse affect on the night time economy. However, it's pointless filling in this survey as it will be forced through regardless.

Cost of living crisis

Reasons given are an excuse to increase tariffs. Seems as though you don't want people to come into the city. If you want the city to be affluent then don't put people off. Don't think any of the increase will contribute much to potholes or highway maintenance.

No significant increase in charges and in line with maintenance costs. Higher parking charges will help people consider how they travel into the city centre and the more people using bus, train, cycling or walking, the better. Fully support

I think that the current arrangements for Sunday and Bank Holidays should remain - i.e. no charge until 1pm. People visiting places of worship on Sunday mornings will be penalised by the change.

Very much against the removal of the shorter time parking charges from the Bedford place area , given the number of businesses in Bedford place , dentists , hairdressers, shoe and clothes shops , art shop to name a few , a single two hour parking time is simply not acceptable ! Is the expectation that all these businesses will close and we are to have another area like Portswood which has nothing but coffee shops and takeaways ?

During the current cost of living crisis which is affecting everyone - especially small businesses & the financially vulnerable - this is exactly the WRONG time to change your current parking price structure.

I understand the need for the council to raise more funds, but this is not the time to hit people with yet another financial burden.

I can't object strongly enough to this matter - especially as the roads in and around Southampton have been a disgrace (the worst I've seen in the entire country) for as long as I can remember.

Usual fleecing of the motorist so the council can build more unused cycle lanes.

These proposals are so negative towards the number of retailers who rely on people driving by and buying from their shops, especially those who are elderly or have mobility issues. This discourages people from visiting the city centre when we should be supporting people visiting, the proposals combined with those on shutting roads, creating cycle lanes and eliminating vehicles from the city centre are so far away from the mind set of the majority of Southampton residents.

Not happy about removal of 1hour option in Gloucester Square, a visit to Telephone House surgery rarely takes much more than 30 mins. A charge of £2.80 is a lot to pay and the 2 hour time is excessive for a surgery visit.

The extended time of the higher parking fee, ie extending to 8pm instead of the current 6pm, will put a lot of people off coming into the city for evening meals. This will have an adverse effect on the restaurant and general hospitality industry and instead of encouraging growth, will actually help kill off what is currently a vibrant city.

5.50 to park on the street just after 6pm when visiting a restaurant in town is robbery.

Will start looking to visit places outside of southampton where parking is free or cheaper.

How can this be supporting local businesses?

I think the increase in charges does not hold up. You are not repairing pot holes in this city so please do not use this as an excuse for increasing the charges. I cannot easily

get into town without my car as I do not live within easy walking distance of any bus services so to have to pay these increased charges, on top of everything else that has gone up, is not acceptable. You will drive people away from the city rather than attract them in!

I believe the changes are fair and justified. It will hopefully encourage people to consider more sustainable and/or active forms of transport.

Yet another assault on motorists hidden at the bottom of an email! Reviewed and simplified.....just doing away with evening parking charges which help the nighttime economy. Personally, as one of the 'older' generation who likes to go to the theatre, for a meal, to the cinema, I do not feel safe on public transport in the evening, or on the necessary walk to the bus stop and back. As usual this council is seeing a way to make more money out of the motorist, using the same ridiculous claims, which may well backfire.

Any increase in parking charges will reduce the number of people coming into town to shop or for evening entertainment. Buses cannot be used if you are shopping as you may need to carry many bags. As a woman I do not feel that buses are safe in the evening especially waiting at a bus stop and walking from a bus stop to my house. The only people who hire e-scooters are those who would otherwise be walking.

I notice that charges are rising considerably in some areas. You quote the cost increases caused by inflation, and I note that you state the use of the charges as helping with street repairs, etc. I am not happy that you use parking charges for this as this should come out of government grants, etc.

I am also annoyed that you want to raise charges due to inflation but most peoples wages have also been affected by inflation and are not subject to big increases as are the parking charges.

Seems like a war on motorists again. We will fight you.

Removing the flat rate for evening parking, particularly in those car parks which are Pay and Display, potentially adds unnecessary anxiety to an evening out as how long you need is outside your control. I think that having a charge period to 10pm, rather than midnight, would help without impacting revenue or availability of spaces very much.

I would prefer for parking not to get not expensive but since this is happening, the council needs to scrap the surcharge for app payment. You are effectively discouraging people from using the payment method that costs less for the council to operate. Handing cash in the machines is much more expensive than the fee charged by the app provider. Please treat customers fairly rather than with that current level of contempt.

I can understand creating a clearer pricing structure, however there is no justification on the need to increase parking for inflation purposes. Its just squeezing families again. There needs to be better alternative transport options if you want to reduce traffic in the city centre. Where's the decent park and ride options of other cities?

It is highly unlikely this will make a meaningful difference to the environment. The steady move already in progress to less polluting vehicles will already deliver improvements.

We should be encouraging visitors to the city, and there is no need to copy the behaviour of other councils without good cause.

All of Sunday worshippers will be impacted by this change in the city. Currently we have been able to park freely on Sunday morning until 1pm when most church services are over. The proposed changes would sadly impact us all. Particularly the elderly on pensions like myself. It would impact socialising after a service when church communities come together. Our church, New Community, Central Hall has coffee after the service and an opportunity to chat with other members of the congregation, this would impact many of us and we would have to leave earlier than normal if it meant paying a further hour on the meter.

Parking is too cheap in the city center, leading to massive traffic which further prohibits pedestrian, cycling, and other alternative means of transportation. It also causes noise and environmental pollution from the cars in the center.

The evening running times of city buses is poor and if residents want to use any of the many leisure facilities in the city centre after 6pm they are more likely than not going to drive down and park in the vicinity. If SCC wants to discourage car traffic in the city centre then invest in an improved bus service. Increasing car parking charges is a ploy to raise cash and to try to suggest otherwise is dishonest and disingenuous.

Don't you think that people have enough outgoings with the living crises you do nothing to update parking that is a lie the roads are what needs sorting out and that is what we pay our council tax don't try and make excuses for inflating the charges! Simplifying means the council has more money if you are going to charge for evening and Sunday make the cost cheaper hourly! London do not charge for parking Saturday afternoon and all day Sunday maybe you should do this!

Regular user of Bond Street car park to attend/teach dance classes. These new tariffs will probably mean I will attend less regularly and discourage students from regular attendance. We are all struggling with cost of living. It will affect many businesses in the area.

I fully support the proposed changes. Whilst there is a balance to be struck, these proposed changes may hopefully slightly reduce traffic in the city centre and encourage more to use public transport (which needs to have increased services). Any increased charges will also go a little way to improve the SCC budget.

There are a lot of churches in the city centre of Southampton and Sunday mornings have been free to park allowing people to attend their church and enable their right to worship. Expensive parking charges will impact this greatly. I don't think it adds any confusion by having a different Sunday tariff - eg free til 1pm. Sunday trading laws are different and everyone copes with that difference. I also don't see such a high demand for parking places on a Sunday morning that charges will make a difference in controlling that. I therefore feel it is a money raising decision that negatively impacts those who are attending places or worship.

I understand the simplification of the charging period, the split times never made sense to anybody and were difficult to comprehend, however the increases are astronomical. East Street multi storey for example, not only hours of charge changed but increase out of proportion. I do use the bus for work into town 3/4 days a week, however use car for social/personal visits. You need to improve buses before telling people to use public transport. Buses are busy, overcrowded, old and dirty and do not run on time!

These increases will kill off Southampton city centre, just when it needs supporting and reviving, for it is a pretty drab and unattractive place to shop, eat out, visit etc. Parking charges should not be introduced for Sunday mornings (when this bus service is very poor). This was tried before and the churches successfully campaigned against it. I am encouraging them to do so again. If these charges go ahead I will shop and worship elsewhere!

Just another reason not to visit the city centre.

No price increase in 10 years?

When the cost of living is already high, and bus fares are increasing, this increase is terrible for those who are struggling already. In regards to introducing Sunday morning fees this is going to impact all of the city centre churches for their morning services, most of which are an aging population and rely on being able to park for mobility reasons - how are they going to afford these fees on a weekly basis? As a member of the local bellringing band, we volunteer to ring the bells before the services - we're already struggling to ring every Sunday and having to pay for parking for this voluntary service to the Church doesn't give people an incentive to join us.

I am concerned about the introduction of parking charges during Sunday mornings. As an attendee of a city centre church I am aware that both the church I attend and others

nearby have limited parking on their our sites and do utilise available on road parking. Public transport is less frequent on a Sunday morning making alternative travel more difficult. (I can't see any proposals to increase frequency of buses on Sunday mornings.) I am particularly concerned about the impact on those with reduced mobility in congregations who are unable to consider options such as cycling.

Just another stealth tax against motorists imposed by a totally inept council.

I believe that the proposals are bad for the city, bad for local businesses and bad for church goers.

I have recently returned from France and the abundant availability of free parking is very noticeable and has a beneficial effect on its locations.

Increasing evening charges will have a detrimental effect on local restaurants and will discourage people from visiting the city.

Church goers in the city centre have long appreciated the no charge period on Sunday mornings and I believe that there is no good reason to change this.

The proposed charges are discriminating against places of worship which have no or limited off street parking facility. I refer to St Michael's, Bugle Street, St Joseph's Bugle Street, Above Bar Church, and the Community Church to name but four. The proposal to increase Sunday charges between 0800hrs and 1300hrs for example around St Michael's from £0 to £5.50 for 2 hours and £8 for four hours is a total disgrace. You talk about clean air; I drive a 100% electric car, and when I bought it, I had already lost the government grant towards EVs and the free passage over the Itchen Bridge. These proposals will seriously damage the economy of the city

You state that Southampton has not had a parking price increase for 10 years - what about the recent reintroduction of the evening charge?

For residents that live in apartments with no parking (of which you continue to build more and more of), this is the only option. The introduction of the evening charge means that I now pay £230 a month, as there are no permits available, for this area.

I invite you to treat inner city and residential areas on-street parking separately. Do your research!

This will encourage people to go shopping elsewhere and have a detrimental effect on town centre shopping. If you want to discourage traffic why not set up park and ride.

When I go on holiday I always use park and ride if I can but I also notice that town center parking is cheaper than Southampton. Hence I do my shopping out of town.

Perhaps you could increase Cruise Passenger charges £5 a night in places like West Quay Multistory is very low why do we pay more in our car parks but visitor Cruising have a minimum charge for 24 hours. 7 nights £35 you could charge £10 and double this they are causing pollution as well but allowed to park for next of nothing

I am against the changed proposals in evening parking charges for the main reason that they will make the city inaccessible for many people due to the poor provision of the public transport network in the evening.

For example, I live in Bassett and can access one bus per hour in the evening, which ends too early for me to get home after events like concerts, shows, theatre etc.

Furthermore, this bus is still at least 15 minute walk away from my home and I do not feel safe walking home in the dark given the prevalence of attacks on women across the city. This is also true for waiting for the bus - hanging around anywhere in the evening waiting is a recipe for danger.

I would cycle but there are no secure places to leave a bike. You must have seen the number of bike carcasses that are scattered across the city bike racks - I am not happy to leave my bike out and risk that happening to it. I would consider cycling if the council were to install some secure bike hangers which you can (pre-)book a space in and only get access to if you have done so. These have been used successfully in other councils and have been put in existing on-road car park spaces, so no space is lost on

pavements etc.

Finally, this proposal is a farce in regards to improving pollution - if the Council really wanted to improve that they would be taking action on the city's greatest polluter: the cruise ships. Also, electric cars are becoming increasingly prevalent these days and improving infrastructure in the city would encourage more and more people to convert to them, not just the more well off and people with private driveways. If the true aim is to reduce pollution then why not give all electric cars free parking?

We can see this policy for what it is - a blatant cash grab to fill the hole in the Council's budget.

Yes to this. Higher prices are needed to help the council's finances and discourage driving and car use in the city.

My main objection is to the extension of parking charges on Sundays. Currently charges only begin at 1.00pm, so to start charging at 8.00am is not a simple increase but a huge change. There are literally hundreds of people who attend city centre churches on Sunday mornings who would be penalised by this change. That seems to me to be unfair and discriminatory.

There are many churches in central Southampton which people have to drive to on a Sunday morning. Currently they can park free up until 1pm which makes a huge difference. To change this to charge all day on a Sunday will have a massive negative affect on those churches.

It's ok to put up parking prices but how can people afford price hike that nearly doubles. I park in town for work and currently pay £5.00 a day. I will not be able to afford £9.00 a day. People are already struggling, how are they expected to find nearly £200 a month for parking? Absolutely disgusting. You say some of the increase will go to pot hole repairs, but we report these to Hampshire CC, so surely they are covering these costs and I pay road which used to go to road repairs. I expect the people who are deciding these increases have allocated FREE parking. As well as workers will be penalised, shoppers will also be discouraged to City Centre shopping

As a business we are regularly using the parking when maintaining properties in the area. We will have no other option than to pass on the charges to our customers. I can only describe the decision to increase the parking charges as a cash grab. We have no other option than to use vehicles due to the size and quantity of our equipment and tools.

Current charging levels are unsustainable and we shouldn't be pandering to the private lobby's bleating about impact on economy. However investment needs to be directed to areas outside of the town centre where we never see a warden but are expected to navigate obstructive parking and pay for permits that are never enforced

Raising parking prices is an eminently reasonable and sensible approach in light of inflation and council funding needs. It's encouraging to see a move away from the car-centric approaches adopted under the previous Conservative council. Prioritising public transport and air quality is essential for making Southampton a livable city for everyone. A promising start to the process of mitigating the costs of car use within the city, and bringing parking space revenues in line with that which would be provided by alternative uses of the space.

I strongly support these proposals. The amount of private cars travelling into the town centre is one of the worst things about Southampton. It's harmful to everyone because it contributes to dangerous levels of air pollution - like several other people I know I've developed hayfever since moving to Southampton as a result of the pollution. It's harmful to everyone because it contributes to climate change which is endangering all of us. It makes things worse for people like me who use the bus by making congestion terrible. And it makes things worse and more dangerous for people like me who also travel into and around Southampton by bike or on foot. The more the city council do to

discourage private car use and encourage walking, cycling and public transport use the better!

Given that there are less public transport options on a Sunday morning those attending church will almost certainly have to drive. Having to pay to park will limit attendance at worship for lower income families. Please reconsider the change to charging on Sunday mornings

It is completely outrageous to start charging on a Sunday morning. Many of those who are up and awake at the time are people going to church. The very church's that offer food and clothing and community to some the most vulnerable in our city. Everywhere I have lived in England has always had free Sunday morning parking it is outrageous that this being taken away.

I believe that it is unacceptable to charge for parking on a Sunday on the streets of the city centre. I am a member of a local city centre church with little off road parking. I think it is outrageous to expect us to have to pay to park to go to our place of worship. This is another money grabbing scheme from a government who is doing so little to help the most vulnerable in our community, while simultaneously punishing those charities and churches who are working on the front line. I very strongly suggest you rethink your proposal!

This is an unacceptable money grabbing scheme punishing those part of local churches in the city with no off road parking. Simultaneously taking money away from the generous who do much more than the council currently do to help the most vulnerable! Rethink this bad decision.

I am referring to wanting to introduce charges to parking around St Mary's church and Central Hall on a Sunday morning. Many many people gather (in excess of 500) in these two churches on a Sunday and are able to do so because parking is free. There is very limited parking in the premises of these buildings, particularly in central hall where Hope school is growing. Please consider and respect the faith of those who want to meet on a Sunday morning and should be able to do so for free.

This would be such a shame for those of us who need this parking to go to our place of worship on a Sunday morning. Please don't change the parking on a Sunday.

I attend a local church in St Mary's street which has limited car parking. If these changes take place this would mean that all the members of our congregation would need to pay for parking to attend church on a Sunday morning. On weeks when I help out at church I am often there for up to 4 hours, and the cost would add up if I have to pay for parking every week.

The center already has too many empty shops, increasing parking will send people to out of town centers where parking is free. Have any of you lot ever tried to do a shop on a bus or a cycle, your just taxing people out of existence.

Thank you SCC. I support any moves to reduce car levels and improve sustainable transport options, especially cycling.

Sunday mornings are very busy as they are at Central hall and parking is VERY limited, having parking restrictions will force people to have to park elsewhere therefore increasing congestion. This means that people will have to pay every Sunday to go to church which is not correct as this should be free to everyone. This goes for St Mary's church too as new community church at central hall

There are many religious centres that operate on a Sunday morning, from churches to mosques to temples. Implementing parking charges on a Sunday morning will mean that people have to start paying to practice their faith, is that right? We live in a world of free religion, and the religious buildings that are unfortunate enough not to have a large car park, or a car park at all, will lose members who aren't in the position to pay upwards of £120 a year just to attend for many of them what is their lifeline, their community, their family. Just think about what it could mean for so many families whose only community gather on Sundays, and those who can't afford a weekly parking charge to attend.

Those families that can afford to park however and can attend these services will find parking else where that's cheaper, which will massively increase the congestion in the city centre. Our congregation on a Sunday morning at Central Hall is 250 on average weekly - but we are just one of many churches in Southampton, not to mention the other religious communities in the Southampton city centre.

As both a car driver & cyclist my comment is regarding the appalling condition of roads, cycleways & control of bushes and trees along cycleways, pavements etc. If you increase parking charges EVERY PENNY should be spent on these areas In addition to other budget monies for these purposes.

Skimming off MUST NOT happen.

Please share my comments with those responsible for Fareham, Eastleigh & Winchester as you ALL have the same deficiencies in using funds properly.

Sunday mornings, and weekday evenings after 6pm, when the shops are closed most people go home anyway. The drinkers don't use cars anyway. The church goers (often disabled and big families) have been benefiting from the free/cheaper parking. Don't penalise them. Carers who use cars (it's an increasing condition for signing up) won't get proportionate pay rises.

The alternative - using public transport - is infrequent and unreliable, especially in those hours. Also getting more and more expensive. We're paying eye-wateringly high council taxes, yet, this city is flooding, full of potholes and overall, looks like a shanty town in many places. I can see no promises of improvement ie. concrete, budgeted plans for proposed improvements in the reasons to believe this is not just another private pocket filling exercise.

There is no necessity for this amendment, the only reason behind it is plainly to raise funds. It may have escaped your notice, but there is a cost of living crisis. This utterly tone deaf proposal will apply yet another charge to struggling families who use the free Sunday morning parking some of these roads to attend church.

I urge you to reconsider. You've already lost my vote as a result of the idiotic 20 limit introduced on Shirley Road and Hill Lane. I trust you don't want to lose more.

There needs to be a stronger and more reliable public transport before this is implemented. It's going to hurt business within the city. Provide more public transport at a fair price then bring in measures to reduce driving.

At present it is free to park on Sunday mornings and after 6pm on Sunday evenings.

There are many places of worship in the city that are accessed by people who live across the city and beyond. By amending the parking charges you are forcing people to make a decision between attending a place of worship and spending money on necessities such as food, fuel, etc. This cannot be allowed to happen as practicing your religion and attending a place of worship is a right. This proposed change essentially will prohibit those with lower incomes from doing that, especially as bus routes are an expensive option for people too (returns being around adult £4, child £3.40).

Please reconsider this proposed Sunday change so people can practice their religion.

The current charges already too high.

For people travelling in to the city to attend churches, often the only parking option is on the street. This proposal will seriously affect those of us who wish to continue attending city centres churches.

I attend church on a Sunday morning so far parking is free until 12:00 midday. We have already changed the time of our meetings to facilitate this, people will not be able to afford to go to church I think this is deplorable

Sunday mornings are a key time for communities to gather at places of worship in the city centre. The current charges begin at 1pm which allows for people to worship in the mornings without concerns about cost. Adding charges from 8am would mean some

people would be less likely to participate in the congregational gathering times. Sunday mornings should be exempt from charges.

This will have an extremely big impact on those who need to park to attend their place of worship on a Sunday morning in the city centre.

Charging to park on Sunday mornings will badly affect people who park in the city centre to attend church meetings. For many people, this will be an extra cost that they can't afford.

I support any proposals that will contribute towards more sustainable travel. Why not consider a park and ride to reduce traffic volumes within the city?

We are a nation of all faiths, as supported by our King. This car park charge will hugely impact on thousands of Sunday worshippers/church goers.

There are few permit bays for residents to park in some areas of zone 1. For example on Bellevue Road residents are often forced to park in a pay and display bay as there are no available permit bays. Increasing charges and the chargeable period negatively impacts residents who are already paying to park with a permit in limited and insufficient bays. Can the Council ensure that bays for residents are not adversely affected? For example by allowing residents to park in pay and display bays when there is insufficient parking for permit holders.

I wish to object to this proposal on the grounds that I currently have a residents permit and struggle to find enough parking quite regularly within permit bays. This was shown recently when I returned from work to find no bays so parked in a pay and display on my road. I was then fined because my permit does not cover these bays. Can you please explain to me how I am to park and use my permit if the permit bays are all full? The increase in charges in the pay and display bays mean that I may need to pay expensive parking tickets when I've already had to pay for a residents permit.

Furthermore, an increase of charging hours and rates is surely going to lead to a decline in visitors coming to the area and using local amenities. This could be damaging to the areas.

I would like to see some provision for those who are attending places of worship on Sunday mornings in the city centre. There are many churches with thousands of people in attendance each week across the church and this would be a very disruptive to their access.

Would like to see a provision for those attending places of worship on a Sunday - people have a right to access a place to worship. Therefore charging people to park is against this act. It would cost hundreds of pounds a year for hundreds of people to attend churches on a weekly basis. Parking should not effect the right to worship

Many churches in Southampton who meet on a Sunday morning discussed & agreed with the city council sometime ago that parking charges would not be applied on Sunday mornings. I do not think this change should be implemented. At that time the city centre is not busy even when liners are in dock. Charges would disadvantage families who are part of these communities eg if they have small children or elderly people. This proposal would reverse the previous agreement for no good reason.

I am greatly concerned, and strongly object to the proposed imposition of parking charges in Southampton city centre on Sunday mornings, as well as the removal of cheaper evening tariffs.

As a member of New Community Church for 26 years, I am extremely concerned about the impact of these parking charges on the 250-300 church members for whom Central Hall is the centre of their spiritual and community life. Very few live in the city centre, so most drive each Sunday morning to worship at Central Hall (bus services are irregular on a Sunday morning and expensive for a family – we have many families – so are not a good substitute to driving). If the new parking tariffs are implemented as planned it will cost the average individual, couple or family unit £316 a year to park. (This calculation is

based on the them attending every Sunday and serving on a rota once a month which requires them to arrive earlier and leave later - resulting in a 2-hour charge 40 Sundays/year plus a 4-hour charge 12 Sundays/year. My family and I serve on a rota more frequently, so it will cost us even more).

It is these very church members who donate their money and volunteer their time to serve some of the most vulnerable in our city centre through our various projects including: Community Café (serving 80-100 homeless and vulnerable adults each Sunday), English Class (free English language classes for those with little or no English), Bake Club (a baking club for the local SO14 community), Warm Space (a weekly free café and friendly community for those affected by the cost of living crisis), Hope Community School support group (chaplaincy, volunteer readers and classroom helpers at Hope Community School).

We are just one of many city-centre churches who provide voluntary services to some the most vulnerable in the city. By implementing parking charges on a Sunday morning there is a serious risk that members of the city-centre church community will reduce or even stop their attendance, reducing the number of people volunteering and giving to key church-run projects in the city centre. Whilst I understand the need for the council to increase its income to support services in the city, to do so in this manner is extremely short-sighted. It risks seriously hampering important voluntary services that currently serve the city at no cost to the council. Not only would it be an own-goal for the council it would also financially penalise Christians for practising their faith.

For these reasons I ask the council to withdraw their plans to impose city-centre parking charges before 1pm on a Sunday, and request that evening charges are kept at a reduced rate.

I feel that the proposal will be detrimental to the livelihood of businesses in the Centre, especially those that seek to attract custom in the evening period.

As one example, I will probably not be frequenting the attractions around the Gloucester Road car park area now in the evening.

I think this proposal enhances the perception of the Council being anti-motorist . . . and before you counter with the suggestion that buses are a realistic alternative, take a look at the options provided for public transport in the Upper Shirley area.

Off-topic I know, but I must comment on the ridiculous imposition of a 20 mph speed restriction on Hill Lane, a major route in the Shirley/Common area.

How will this be enforced?

must encourage bus and active travel

SCC were good enough a few years ago to ensure that Sunday parking rules did not commence until 13.00 to allow for the many parishioners who wished to worship in City Centre churches to do so without worrying, or in some cases not being able to afford, paying parking charges. As a SCC council tax payer and a regular worshiper at St Michaels the Archangel Church in the City Centre, I am opposing to off-street parking charges on a Sunday morning and URGE the Council to ensure that Southampton City Centre church goers are not hindered, in any way, in attending and worshipping in their desired place of worship, on the Lord's day.

People shouldn't have to pay to attend places of worship on a Sunday. There are lots of city centre churches that are involved in supporting the community in many ways and this would have an affect on the support they provide.

I believe the new proposals will seriously affect people's ability to attend places of worship on a Sunday morning which would have a knock on effect on the ability of churches to do their work amongst the city

I attend Saint Mary's church (place of worship) every Sunday with my family and would be unable to financially pay for parking every Sunday as a single mother. I don't feel I should be charged to pay to attend a place of worship on a Sunday

Consideration should be given for those attending places of worship on Sunday Morning. Please consider timings for these places of worship - faith communities, particularly in the city centre should not be charged to attend worship.

I would like to see a provision for those attending places of worship on a Sunday. We have a lot of people attending church who don't have a lot of money and over a whole year the parking charges add up to a significant amount. I know that this is true for a lot of the city centre churches so would be great if a concession could be made on the streets around those churches until 1pm on a Sunday. Thank you for considering this

I come to worship in the city centre every week and for me and many others this change would cost us financially £300+ a year. Appreciate the council need avenues of funding but thought should be given to the roads around places of worship, suggest free until 1 or relevant timings. Places of worship of all faiths do so much in this city it would be a shame to see attendance drop due to an additional expense on people's lives along with the cost of living crisis.

It shouldn't be an additional costly sacrifice to attend a place of worship on Sundays. This would amount to on average £350+ and there are also vulnerable people who wouldn't be able to afford attending places of worship if this is the case. I would appreciate this as a consideration when making a decision on this.

I don't think I should be charged to attend church as I go every Sunday and am a student with no income

I don't believe I should be charged on a Sunday morning when I'm trying to attend church. This amendment will impact 100s of people.

There are many churches within the city that do not have parking spaces and it would be a huge impact on many people going to worship on a Sunday. These churches do amazing work within in the city and this would hinder this. I am very against this

I do not think there should be parking charges in a Sunday full stop. For church attendees this will result in costs of over £300 a year. We have seen the demise of Sundays over the years from shops being opened etc

Please do not start charging for parking. The church is paramount to the heart of our community; serving many.

As it is written in law that everyone should have a right to attend a place of worship, so people should have ability to park without having to pay about £300 a year (£5.50 * 52) to come to a city centre church or other place if worship.

Those coming to churches are already significantly contributing to Southampton, running food banks, job coaching, and providing many other forms of community support, they should be supported on a Sunday. Many are students who have a sole income of a student loan, and would feel the significant hit, resulting in them being less able to contribute to Southampton as generously.

Many church goers give to charities and volunteer with the vulnerable in the city. By charging for parking this will have a negative affect on how much they give - financially and time

People parking for church on Sundays, an integral part of building community across the city, means that this is an unfair levy on their freedom to attend churches in the city centre.

An increase in parking charges , particularly on a Sunday morning before 12 will disproportionately impact on church attendance and volunteering. City centre churches provide valuable support to the community eg street pastors, food banks, befriending older people, youth work and this risks people no longer being able to volunteer and provide this service to the community.

Excessive car parking charges and completely unnecessary to extend past 6pm when the City centre is dead in the evenings anyway.

I do not believe that an increase in parking charges are warranted. I think that it just the council taking more money from already highly overtaxed car owners. As for some of the money going to fix potholes, everyone knows that the council is all but broke and extra money will just be creamed off to bolster their coffers.

Proposals are unclear. It has been unclear what charges are if you park just prior to 6pm so we support a single tariff system. There is no mention of blue badge holders. We strongly urge current arrangements to continue. We also strongly object to the introduction of app based charging without retaining the option to pay by cash and card.

The proposed parking charges will Kill off places of worship, such as St Michael's, St Josephs, Above Bar, Community Church, James Street, St Nicholas, Central Baptist Church to name but a few. I suspect the council, like Central Government ARE NOT LISTENING to Joe Public, and particularly those of us who Minister in the Church, do not get paid, but are there for a good four hours on a Sunday Morning. The actions can be classed as discriminatory. To go from £0 to £8 for four hours on a Sunday morning (before 1300 hrs) is totally outrageous and unforgivably greedy. I am aware that councils need money, but stealth taxes are immoral. St Michael's where I work is the oldest building in constant use in the City and was once the site of Mayor Making as it was the Civic Church. If all that is lost, be it on your conscience. If all of these proposals go ahead, the whole council should be ashamed of itself for helping to destroy the economy of the city.

I would like to see a provision made for those attending places of worship, particularly on a Sunday morning in the city centre. Otherwise the churches will struggle to maintain numbers and we are vital for the community!

I have been a member of a church in the City centre for over 20 years. In that time we have services as well as a large number of activities for those in the Community (groups for those with pre- school age children and babies, youth groups, children's groups, men's breakfasts, women's groups, groups for those who are from other countries and learning English, basics bank and a food distribution project, CAP for those struggling with debt. The increase in parking charges are likely to impact those coming in on Sunday and also volunteers running the various projects during the week. At a time when the cost of living is really hurting families, I would ask the Council to reconsider these proposals.

I would want to see some provision made for those attending churches and places of worship on Sunday mornings where parking can be free the city car parks until at 1pm. The city centre should be easily accessible to promote local business growth as well as sustaining local activities. Faced with ever increasing parking charges, most motorists would think twice before visiting the city centre. It therefore becomes a place which people only visit when they have to, rather than being a thriving community. Having previously lived in the City Centre myself I know how frustrating it can be even simple things in life, e.g. inviting your friends over.

Why do the council need to increase street parking charges when they're raking it in off the ichin bridge toll fees. This is just the council being greedy.

Bringing in a Sunday morning charge will impact hundreds of christians trying to gather to worship. our Sunday morning gatherings, including time for community, is just over a couple of hours. Therefore it will cost £8 to park, which will be unaffordable for some people.

I have already commented on the charges which you intend to bring in on Sundays thus affecting anyone who attends church services in the city centre.

However we at New Community also feed the homeless and vulnerable on Sunday afternoons as well as provide a Warm Space on Wednesdays both of which I help out at. These increases will greatly affect us and our volunteers and I would ask that you reconsider charges in this area so that we can continue to provide these vital services.

I would like Sunday morning parking to remain free so that I can attend my place of worship

A large number of people attending church at Central Hall and St Marys on Sunday use the parking in St Marys Street, Chapel Road, Terminus Terrace and surrounding areas. This is often for more than two hours. That adds up to nearly £300 each year, which is a lot for some people to pay for the right to worship. Please consider lifting the charges for Sunday mornings. Thank you.

The charges will have a major adverse effect on city churches meeting on Sunday mornings. Especially as public transport is much reduced on Sundays.

Objecting to Sunday morning parking times being imposed.

These proposals will significantly impact on my ability to attend my place of worship on a Sunday morning. The proposals will make it very expensive to park to attend and for many of our congregation this will be unaffordable. It will also impact on my ability to attend my place of worship to volunteer and help at events in the evening, having a financial implication and also an impact on the ability of those in our community who might be able to come and provide services and support to others in the local area.

I have been a member of New Community Church, Southampton, all my life. It is a vibrant church community who serves into the city in a variety of ways. I am currently the Associate Leader, and I am honoured to be part of such a loving community.

Each Sunday afternoon, we hold a cafe for adults who are at risk or vulnerably housed. We also provide a weekly Warm Space that provides a hot lunch, coffee and community each Wednesday. We run a creative English class, teaching those who wish to learn English.

We are partners with organisations such as Hope into Action, Southampton City Mission and Love Southampton. Many of our church members work in food banks, with the homeless and those at risk.

We are also the partner church to Hope Community School, where our church members volunteer regularly, supporting local children and their families.

New Community Church are one of many churches in the city centre who serve and alleviate poverty and build community across the city centre. Our mission is to see lives changed and communities transformed. Serving our city is a vital part of who we are.

We gather each Sunday morning to worship, and many of our team will be onsite for 4 to 5 hours to make the gathering happen. Implementing car parking charges would mean that our volunteers would have to pay £8 each week to come to worship. I believe this would discourage people belonging to not only New Community Church, but also other city centre churches like St Mary's and Above Bar Church. If our church communities dwindle, we will not be able to serve our city in the same way anymore.

Please reconsider implementing these parking charges. Along with other churches, we would love to continue to serve our city. We want to see Southampton thrive - we love our city!

I object to the Sunday morning charges that will prevent worshippers attending church specifically at Central Hall and other local churches. Current charges start at 1pm which allows for worship.

I also object to the increases in parking charges when residents are already struggling with the cost of living crisis, increased council tax and wages not keeping up with

inflation, especially mortgage interest rates. This is an insensitive proposal and very badly timed.

Our family are committed and active members of a church that meets in Southampton City Centre. We often volunteer and help with children's and youth activities, which provide positive engagement for the local community. The changes you are proposing would result in a charge to us of £8 each Sunday, or £400 a year. To charge us this cost for serving the local community of Southampton on a weekly basis is outrageous and we wholeheartedly object to you the proposal to introduce charges on a Sunday morning.

The proposals penalise all those who habitually attend city centre churches to worship on a Sunday morning, including families with young children and those with disabilities or problems with mobility. Church members support & provide many voluntary services benefitting communities across the city. It is disappointing to see these people targeted as an additional source of revenue. Not everyone is shopping on a Sunday morning. For those involved in organising church services, the cost for 4 hours parking each Sunday will be a significant amount and may prevent them from carrying out this role. Please reconsider charging for Sunday mornings.

As a church member and a voluntary server of the City community, I think it is sad that the council are implementing charges on a Sunday morning in particular. I would find it a real financial burden and a disincentive to continue in my current serving roles in the community if these plans go ahead.

Whilst working voluntarily at various churches it would become financially unviable for me to continue. This would have a negative impact on the communities I serve and my own mental well-being.

Why should we have to pay a parking fee for attending Church on Sundays! This is unacceptable!!

Many thousands of people go to church on a Sunday morning. Adding a charge will make this inaccessible for many. We also strongly object to paying to park in the evening.

Paying for parking for Sunday morning will mean going to church will no longer be accessible. Also charging full price from 6-8 will mean we won't go to the cinema or out for a meal in the city centre anymore.

For those attending churches in the City Centre where there is limited parking this will unduly impact them. The removal of the evening charge will also impact activities in the City Centre as the cheap evening parking has always been an attraction of being able to attend. This will prevent people from being able to park cheaply and therefore put them off attending.

I strongly object to the proposed changes.

I attend church at Central Hall on a Sunday morning. On most occasions I am there more than 2 hours. £8 is an extortionate amount to have to pay each week to attend church. These prices are too high.

I will choose not to shop in the city centre or eat out there because the parking cost will be too expensive - particularly with the cost of everything else going up!

We attend Church every Sunday at Central Hall, with many others. To begin charging for parking would be to threaten the ability of some families to afford to attend. This would be contrary to the Council's policy on allowing residents of Southampton to practice their religion and attend worship without hindrance. Please do not charge on a Sunday morning around Churches, or in fact for Saturday mornings around the Mosques either. Thank you.

Removing free parking on a Sunday morning around the churches on St Marys Street seems entirely unneeded. None of the stated reasons for the change justify this change.

Specifically I often go to church on a Sunday morning, and there is very little demand for the parking spaces, and public transport in the city is poor early on a Sunday, leaving little alternatives for travel.

As to the other reasons, increasing the cost of parking seems very unlikely to affect most of the reasons given, its just an increased cost for those wanting access the businesses, churches and other services in the centre of the city. it would appear the council wishes to further discourage local businesses and push people to go online for all their shopping, and reduce the local economic conditions. The small parking areas affected are perfect for people who need to quickly pop into and use a local business.

Without an increase in bus services on a Sunday morning, how is this change supposed to encourage other means of transport?

I don't think anyone has ever suffered because they had to pay less for early evening parking than they expected

I attend a local church which I can only do as i do not have to pay parking on a Sunday. I am on a pension and disabled but this would still great impact my right to be able to worship

Removing the free on street parking on Sunday mornings will have a significant impact on those attending local churches - e.g. Central Hall, where people would normally park for 2 1/2 hours on a Sunday morning. Under current proposals this would cost people £8 every Sunday to park on St Mary St for a service at Central Hall. This charge seems unreasonably steep! I would obviously prefer to keep the free parking on Sunday mornings, but even if it is not viable to keep this, then the charges should be significantly reduced

I am objecting to the increase in parking times and costs, especially having to pay on Sunday mornings. These changes will discourage many from coming into Southampton I'm especially concerned about the impact this will have on the churches around the city who gather together on Sunday mornings. Many who attend the churches throughout the city will struggle to justify the charges on a weekly basis especially volunteers who give their free time to serve the local communities and invest in the city (not just on Sundays but throughout the week and evenings too) contributing to the well-being of those who struggle economically and socially. Also serving those most in need, the homeless, the lonely etc. For example, our church serves the most in need in the city on Sunday afternoons with a community cafe. Should the volunteers struggle to park and be expected to pay a hefty charge on a weekly basis then that would be detrimental to the running of the cafe and therefore really impact the lives of those who rely on this outreach programme. This isn't isolated to Sundays as a lot of our volunteers come to the building throughout the week to serve the community in different capacities so are already faced with parking charges. I fer this will be a similar concern for most churches across the city. Please weigh up carefully the gain the council feel they will benefit from increased parking charges over the important work that churches do to help decrease and relieve the council from a lot of social difficulties and challenges they are faced with.
Thank you

I wish to strongly object to the City Council's proposal to introduce Sunday morning car parking charges. I attend a church in the City Centre and the introduction of parking charges on a Sunday morning are concerning as many of our congregation will find it challenging to pay for parking.

I have been driving to St Marys to worship in a church there each Sunday for 20 years. I've always been able to park on the street somewhere either in St Marys Street or Chapel Road or Evans Street or Terminus Terrace. Your proposed changes would require me to spend £5.50 or £8.00 every Sunday — at a time (Sunday morning) when it's mostly only church attendees who are looking to park in these locations.

Please re-consider your proposal and keep parking free on Sunday mornings (up until noon) to allow the citizens of Southampton to continue to attend church without this huge additional expense. (And if you don't exempt all city centre parking on Sunday mornings, please consider making an exception for places like the roads I have mentioned where there is little other demand for parking between 9am-noon other than from those attending one of the local St Marys churches.

We come into the city centre to attend our place of worship every Sunday morning and this change would cost us a significant amount over the year to attend church with our family. With the increase in cost of living this would significantly disadvantage us as a family and others in our church community, it would also limit the number of resources the church can offer to the local community in St Mary's including warm spaces and homeless cafe both of which are highly valued. Volunteers on a Sunday morning can currently park for free increasing our support for the local area. Please can you consider this objection and the impact of having parking on a Sunday morning.

We are writing on behalf of ourselves and all Christians who drive to attend church on Sunday mornings.

Your new proposals would cost us £8 a Sunday = £416 per year. This ignores any charges for additional evening meetings.

As Southampton City Council are aware, the social impact of the love of Christians voluntarily feeding the homeless, giving free English lessons (like myself), caring for asylum seekers, holding free parent & toddler groups, street pastoring etc etc are all vital to support the well-being and mental health of our city. Services which the city can't afford to live without.

Surely, allowing us to park freely on a Sunday to revitalise is a small price to pay. Please, please read this out at your meeting and reconsider.

20% rises on car park which is more double the rate of inflation seems unjustified and encourages some to seek alternate options to shop and socialise.

I play in an amateur orchestra that meets once a week during term time at Friends Meeting House in Ordnance Road. We start rehearsing at 7.30pm, but before then in time means I pay £1 for parking. With the new proposals, that will be £2.50 which is high cost. If we meet 30 times a year, an orchestra member will have to pay £75 per year instead of £30 per year - that is £75 on top of our members subscription of £100 per year. That seems a lot of money extra, and may well discourage community groups from meeting in the city centre.

The parking charges will adversely affect me and my life! Especially my church at Central Hall. Sunday mornings will cost me £8 and any meetings during the week. I have arthritis and find walking to and from buses very hard, though not yet bad enough for a disabled parking badge!

We have NO parking on site due to all the portacabins taking over the carpark for Hope School (which should have started building 2 years ago!

The charges going up may stop a lot of the community resources we offer like warm spaces, bake club, free English classes and community cafe, in these difficult financial times, people giving of their time free will struggle to pay the necessary £8.

Please reconsider!

The new and increased charges amount to a tax on church attendance on Sunday morning maybe this is your intention.

This will massively impact people coming to church in the city centre on a Sunday, including many on low incomes and with disabilities. The churches in Southampton City are doing a lot of work to support refugees, asylum-seekers, the homeless, those on low income. Including through events like the Big Breakfast, Basics Bank. Many of our volunteers who serve tirelessly and with great commitment will now have to pay £8.00 to park on a Sunday for just over two hours. Please consider the bigger picture here and how much value church projects bring to the wellbeing of the City.

Churchgoers to City Centre church need to park and this will discourage people from attending.

Shops are not open before 11am anyway. This is not the way to encourage people to use the city.

This will make it immensely difficult for us to attend church on Sundays as we cannot afford that price and are only able to attend due to the free parking option of on street on Sunday mornings. We understand you need more money as a local council, so does everyone but this is a Christian country (or at least it used to be) and people should be able to attend a place of worship where they are welcomed and supported (I've had better support with debt and poverty from churches in the city centre than the council, that's for sure!) without needing to fork out on a 2nd mortgage to park. Don't you understand there is a cost of living crisis? Why raise prices to penalise people who are already struggling??

These increased charges will make it difficult for some and impossible for others to be able to attend their place of worship on a Sunday

These charges will also clearly have a negative impact on any city centre business. One has to ask with such huge increase if this is the council's intention

I'd like to know how charging more for parking will improve air quality (excluding your hope people will use their cars less often). Significantly improve public transport first and they might. However, if a person has more than one task over more than one area of Southampton, this is impossible to do by public transport in one day.

On a Sunday this will affect numerous people, especially families and older people when they attend Above Bar Church. There are areas where there is no Sunday bus service, or very limited service at the wrong times for services. It would also be difficult with several children. This is a very unfair change. Attendees will also be affected on a Sunday evening when the time is changed to 8pm. We changed our service to 6.15 to fit in with the charges.

I am objecting for the following reasons:

1. Many regular users of the city centre (on street) car parks will see a significant increase in cost.
2. Extending the core parking charging hours till 2000 or 2400 will impact those who live in the city centre or who visit to participate in the night-time economy.
3. Including Sunday morning in the parking charging regime will impact those who visit the city centre for church or sporting events.

I accept that car parking charges need to increase but believe it would be better to focus these on peak hours (when congestion is greatest).

It seems ridiculous to charge people when the shops aren't even open. For those of us who attend church on a Sunday we are faced with having to pay for 3 or more hours of parking each week under the new proposals

I drive into Southampton on Sunday mornings to attend a city centre church. This proposed new tax will mean I have to pay £8.00 every time. I call this theft and object vigorously. I pay more than enough tax already.

We attend Above Bar Church and I look after the little children in their Sunday school group so I need to be there from 9:20am until 11:45am - the new charges would cost me £8 for the morning! This is horrendous.

Whilst I know that many councils are in dire straits financially, I fear that in the long-term these charges will negatively affect our city by discouraging people from shopping in the city centre. Whilst there are some (albeit limited and infrequent) bus services into the city centre, people who are shopping often have lots of bags and therefore prefer to use their car for this purpose. I'm also concerned about Christians coming to worship at churches such as Above Bar Church: £8 is a lot of money for someone coming to worship on a weekly basis. With the bus services in Southampton being poorly connected in comparison to other cities, parking charges would mean many elderly

people who can't cycle in and are on a limited pension would no longer be able to come to church.

We have a lot of Church members who come to serve the City community very regularly at Above Bar Church. They are providing food, community, debt help, and numerous other facilities for the needy in our city. We love our city and want to continue serving it but having these extra charges will make it impossibly expensive for people to attend church on Sunday's and come to evening meetings, as well as serving in the day. These evening and Sunday mornings were previously not charged but if the charges are made, people will not be able to come to church and serve the city. Please reconsider, at least for Sunday mornings and evenings so we can continue to love our city.

As a city centre church attendee the extension of parking charges on Sundays will adversely affect me and many others in affording to be able to go to our church. I believe this adversely affects our freedom to worship God, affecting many who cannot afford such charges and will also have a greatly negative effect on the support our church currently provides to many across the city, not only on Sundays but throughout the week.

I am so sad that these charges are being proposed in the light of how many people will be affected, for whom their faith - my faith too - is the mainstay of their lives.

I would ask you please to reconsider the imposition of these Sunday charges particularly in the light of the above comments.

Thank you,
[REDACTED]

I feel that the proposal to introduce parking charges on a Sunday morning will be discriminatory against this worshipping at the City centre churches and as such is unfair and possibly unlawful.

I don't understand why you would make these unnecessary changes. Parking at current levels facilitates people to attend churches within city centre (above bar church) without having to pay high rates that they may not be able to afford. The church itself, and members of the congregation who benefit from the church, have a huge impact on the local community and should be considered an asset to the council and local area, and therefore encouraged. Removing this option for people to park for free whilst they are worshipping can only have negative consequences, by reducing the number of people who attend church and therefore reducing footfall to the businesses around.

I come in to church on Sunday mornings from a village with no buses on a Sunday & no railway station. What other forms of transport am I to use? I am a little old to cycle. We regularly attend Above Bar Church in the city center on a Sunday morning. We have enjoyed the free parking over the last decades as we go home around 12.00. We also note that virtually no one else is parking at this time as the shops are not yet open. Unfortunately the (very high) charges will mostly affect those attending the city center churches and affect the local community work that they do.

As a member of Above Bar Church in the city centre, I object to the parking adjustments which would heavily impact our Sunday services and many of the volunteer led ministries which serve feeding the homeless and rough sleepers, children's ministry, English language services for refugees and other internationals, among many other. In order to relieve congestion in the city, we have to encourage more people to go to and from the city centre by public transport / active travel. Increasing parking charges is one way to do this. Subsidising bus travel and increasing provision of cycle stands, cycle lanes etc is the other side of this. Good to see the council trying to do both of these.

I am concerned about how these increased charges will affect people like me, coming in to the city for church on a Sunday morning.

We park in the Marlands MSCP, which is largely empty. We stay a little over 2 hours: from about 09:50 through to 12:10. My concern is that when charges start at 8am, this £1 fee will increase to £3.70. And we may be charged even more when coming in to church earlier to help with music setup and the book stall.

It seems that starting the charging window early in the day would penalise us and other church goers, and would affect our ability to serve the inner city community.

We had been opting to use the MSCP incurring a fee (rather than free street parking) to support the council in recognition for us coming in to the city by car. There are no public transport links to our rural village.

The vast majority of shops are not open at 8am, and so starting charging so much from so early will disproportionately affect those in town for other reasons, which on a Sunday morning will largely be churchgoers.

I can see the rationale for increasing fees, but starting charging from 8am instead of midday will massively increase how much we would need to pay.

I attend a city centre church. The earlier and later charges would adversely affect our community. Also many of our congregation, especially those volunteering for activities and charity work often have to park for over 2 hrs, incurring high charges in the new system.

If you would like city centre churches, and the benefits they bring, to be sustainable please reconsider the changes to Sunday parking.

I am a regular church goer in the city centre as well as a pensioner with limited mobility and income. When Sunday shopping was allowed, the council committed to not imposing parking fees until 12md to allow churchgoers to attend regularly. I will be faced with paying between £5 50 and £8 00 weekly to attend church. This is a form of discrimination against Christians and I most strongly object. Please consider retaining the Sunday parking as at present, starting at 12md.

Just such a leap in pricing whilst we have been struggling with an ongoing cost of living crisis - a bit of a price rise is one thing but this is a massive amount. I understand trying to solve traffic issues but think there will be an impact on the city centre businesses. We will all go out of town and use free parking made available there to shop. I also was so appreciative of the Sunday morning free parking as I serve and attend a city centre church. To be able to attend paying at least £5.50 (if not serving) as we arrive around 9.30/40am and don't leave until 12 noon normally, so may have to leave the end of service earlier to keep to 2 hours - or pay £8.00 for that extra 30-40 mins. If we arrive at 9am to set up and leave around 12.15/30pm to clear down it will be £8.00. Such a shame to impact church goers in this way when we are serving the city with many of our projects throughout the week, including Sundays, but will be really penalised when gathering together after a hard week of work and volunteering. Getting bus on Sunday morning just too difficult for many.

Parking for church on a Sunday morning would suddenly start costing a lot of money each week. If the free parking is in place to support local businesses opening on a Sunday morning that benefit would be lost too. Strongly object to this

Introducing Sunday charges before 12pm or after 5pm will have a significant impact on the church communities that meet in the city centre - some of whom have a huge impact on the city overall (for example, the Big Difference feeding hundreds of people per week, or Street Pastors, or Amber Chaplains working with on-street sex workers). If city centre churches become prohibitively expensive to attend, Southampton will lose many key services that are provided by volunteers. Parking needs to remain free on Sunday mornings and evenings.

We have been travelling in for Church (Above Bar Church) on Sundays (mostly mornings but some evenings after 6) for 25 years and I am disappointed to hear that the Council will now intends to charge for on street parking. This seems a strange choice given that shops are mostly closed during this period. Surely the council wants to respect those who travel into the city centre for public worship rather than implementing charges that would put some people off coming altogether?

Church goers will already pay £ to churches. This will affect attendance and donations to the church/charity. The church does so much for the community that is often quite unquantifiable. For example at new community church in st Mary's road there is a homeless Sunday meal and Wednesday warm space. If donation sdrip these will be harder to maintain. The church also contributes to better wellbeing and civic participation. The charges will impact all of this. Please simply don't start charging until 1pm so the effect is minimised.

Although this may be a small change for people , this add to all other changes happening around families , where there is a raise in price for food, bills, mortgages, gas, and go on, some people don't get paid enough money to cover all these , or a significant raise in salary to cover these, we enjoy from time to time going to town to do some shopping , going to Chruch or just walking around , and now also we need to add to this load a raise in parking feeswhich are significant if you compare them with the actual fees, there is not sympathy or mercy for people trying to maintain their families and their mental health , everything goes up (prices) but people salaries are misery and when there is a raise is just for a laugh....stop thiss!!

The cost of living right now and Bluestar bus's price hike this is simply not acceptable. I am objecting to these proposals for 4 reasons:

1. On an individual level: I attend a central city church service each Sunday morning (Central Hall, St Mary St, SO14 1NF) with a young family and do not have the option to take an alternate mode of transport - there are no bike lanes into this area along which it would be safe for young children to ride, and local bus services to me do not run here on a Sunday morning. The cost to therefore continue attending each year would be £416 (£8.00 * 52) which is prohibitive at a time where there is a cost of living crisis.
2. On a community level: The church I attend (and many others located in the city centre) support a diverse group of individuals, often providing practical support such as food, clothing and "warm spaces" to particularly vulnerable individuals. Introducing these charges will impede the work of volunteers in offering this much needed support and further increase the pressure on other council services.
3. On a city level: Research suggests that shoppers would return to shop at the high street if there was more free parking offered in town (see <https://smallbusiness.co.uk/high-street-free-parking-2539934/>). Scrapping free parking is therefore economically damaging to businesses across the city centre.
4. On a strategic level: The proposals do not address many of the published "Statement of Reasons" said to underpin these measures. Specifically:
 - "To manage parking demand during periods that are currently not covered by the charging hours". During the hours of Sunday morning in the roads around Central Hall (specifically Terminus Terrace, Duke Street, Richmond Street & Charles Street) there is not an excess of demand, in fact spaces are regularly empty.
 - "To encourage drivers to consider alternative means of transport". See point (1) above
 - until there is an improvement in other transport options this is a regressive measure.

- "For facilitating the passage on the road or any other road of any class of traffic". None of the affected local roads (Terminus Terrace, Duke Street, Richmond Street & Charles Street) are through roads.

Southampton city council's war on the motorist continues. Not every motorist is wealthy. Very many are pensioners or on other fixed or low incomes but need a car to get around. This will simply cause more hardship to these people.

I now have to rely on the car for late evening and early night driving i.e. going to/from the Mayflower or a meal out since the U2B stops running after 7pm to the top end of Bassett Green Road. I don't feel safe enough walking from the University Interchange through the Flower Estate and Daisy Dip in the dark.

You're FORCING people to pay extra for parking when there is no longer a suitable bus service. Pre-Covid (2019), I could catch a U2B up until 1am from Civic Centre to Bassett Green Road.

Like the badly planned Portswood Bus Gate, you're not looking at the issues that people have and just focusing on the smaller picture.

Times for charging are too long - church goers will be hit by higher charges during services.

An increase in parking charges would reduce car use and car dependency.

increase in charges will directly impact how many times i am willing to visit and travel into the city. i will likely visit other local towns/cities more than southampton

Despite living in Bitterne we have no bus service after 6pm going into Southampton so increasing charges and extending times will simply mean we will drive elsewhere further impacting on business survivability.

If you stopped wasting Tax payers money on ridiculous schemes you would not need to continue with these stealth taxes . In business you should always look at your expenses to increase profitability .

This is a sure fired way to hit the businesses and theatres within the city centre by increasing the length of charging period until midnight. Since the Labour council took over it has admitted a shortfall in revenue and by hitting the motorist again seems their way to claw back funds.

Neither will benefit the city, especially those who live in the city who can say goodbye to people visiting. It's already sa nightmare and public transport is a joke. How about encouraging people to visit not make them decide to go on down the motorway to Portsmouth.

We should be free to worship especially on Sunday. These proposals will severely compromise the descion of people to come to church. Also the churches have many outreach projects to help those in need. These are staffed mainly by volunteers, not all of whom have blue badges or bus passes. In these times of recession every penny counts. I ask you therefor as a caring council to reconsider these proposals.

You say more and more cars are coming into the city, so that means more income from parking charges, so why put them up, just plain greed and shoppers will avoid the city and go to major retails sites where they can get everything they want, so your idea does not make sense to anyone.

I am disappointed to hear of the decision to charge for car parking on Sunday morning. This will directly impact many of the city centre church communities in Southampton and make it particularly difficult for families and the elderly to access the services of their faith communities. The same communities that give so much free resource to many in the city that are struggling.

Paying for parking will not encourage us to use public transport because it's way more expensive for a family of four to travel on the bus than it is to park.

Our Sunday services finish before West Quay opens. I expect that these parking charges will not impact shoppers or manage demand on parking, instead, they will impact faith communities across the city.

I work for and worship at Above Bar Church in the city centre. We have a large congregation who attend Sunday services. We also have many meetings and events during the week that are run by volunteers. There is a breakfast for the homeless, an English Language Cafe for internationals in our city and a parent-toddler group, to just to name a few.

The significant tariff changes will affect many, and in particular families, who are already struggling with the rising cost of living.

It will obviously also affect retail and hospitality in the city centre. It seems to me to be a scheme for generating funds for the council that may well backfire in unexpected ways.

Therefore I would plead to keep free parking on Sunday mornings and to not almost double parking tariffs!

"Season ticket prices for city centre parking will not be increased at this time but may be subject to review in due course." This suggests that you are planning to increase charges for residents!

I am in the unfortunate position of having to rely upon Gloucester Square and being a pensioner I already find that the residents ticket prices are a financial burden and increasing pricing in the future will take away my independence because I will no longer be able to afford to have a car.

This means any future travel will be conducted using public transport to which I will apply for a free pass and I understand that the council will pay for any movements I make.

I have asked on many occasions for pensioners receive free parking.

You are killing off retail and night entertainment and how are low paid supposed to cover these costs

Parking charges are killing businesses. I avoid driving to the City Centre and prefer to go shopping where I don't have to pay for parking or simply order from amazon.

Well done for increasing parking charges and making the situation worse and driving business away from the city. If the cost of running the service is too high, may I suggest you scrap it, that is zero cost.

The increases are too high given that the council assert to be encouraging growth within the city centre. The large increase proposed will increase the barrier to people visiting the city, especially those with limited mobility.

This increases would be manageable if there were a realistic alternative which there is not. For example, if you live in Upper Shirley access to the city centre by public transport is extremely difficult and impossible in the evening or on Sundays. It is immoral to punish the car driver whilst not offering an alternative. Your concern for already suffering city businesses is clearly lacking. Why are charges even necessary in the evening and on Sundays?

You have already decided to raise parking tariffs why send out these surveys when the city council ask questions after they already decided. I'm embarrassed to be a Labour Voter since school....

The proposed changes to parking charges and times on Sundays in particular will have a huge detrimental effect for all churches/faith groups within the city and significantly curtail the ability these groups have to serve the community. The majority of individuals are serving voluntarily, giving their time and meeting the cost of travel to the city and this extortionate cost of parking will mean that people will not be able to afford it. I appreciate that you are trying to make the city centre greener but but I dont believe

people drive into the city especially on Sundays if they do not 'need' too. Certainly I know from our church people use public transport or cycle where they possibly can. You may think you contributing to one aspect of city life but you will damage many many more.

Evening trade in the city will suffer. It is a case of clobber the motorist again to ease your financial pressures. Some of us are too old to ride a bicycle and find buses inconvenient.

•Whilst many people are already struggling financially, the proposed excessive hike in parking charges together with the extension to parking charge hours would place yet a further burden on people's finances.

Consequently, this will merely serve to discourage people from venturing into the city, which in turn will have a financially detrimental effect on shops, businesses, leisure and entertainment facilities as well as the hospitality industry. Does the City Council want to attract people into the city to help boost its economy or is its intention to drive people away?

•Some years ago it was agreed to keep street parking on Sunday mornings free, specifically to enable those wishing to attend church to do so without charge. These proposals would renege on that agreement and could be viewed as an attempt to hinder or dissuade people from observing their religious practices. It could be seen as profiteering from people's right to exercise their religious customs.

•In my opinion, the reasons given for these proposals are somewhat feeble and less than credible! Why not admit that such a scheme is primarily a money-making exercise and, in effect, yet a further form of taxation.

Whilst I understand the need for the council to bring in additional revenue, I would like to see provision continue to be made for city-centre churches, which draw in congregants from outside the city-centre area. Public transport is not always appropriate or easy to use on a Sunday and many people coming into church car-share or offer lifts to elderly or disabled people who could not manage on buses.

There is no shortage of parking spaces in the city centre and making them more expensive will just encourage people to go elsewhere, losing customers for Southampton businesses

Your proposals are not clearly laid out but I think you are proposing to increase parking charges, remove the 10 minute parking for free option. I think you may also be planning to exempt the charges for EVs?

I agree with making it as unattractive to drive in Southampton as possible so agree with the charges increasing. I also agree with incentivising the use of EVs.

Further to my previous response. I see you have a cheaper rate for a very few roads. Those will not be enough for the church congregations meeting locally. Please include Houndwell Place and other roads.

Raising car parking charges will just drive more people away from the shops. Perhaps you should consider making bus fares cheaper to tempt people to leave their vehicles at home. My thoughts are you may initially increase your income from car parking fees but, long term, this income will reduce as shops no longer find it viable to remain open with reduced footfall. You will then be in a situation where very few people will go into the centre as there will be so few shops to make it worthwhile and you will also be losing out on business rates as shops are forced to close.

I use roadside parking to enable me attend church, and shop before busy time commences.

Charging roadside parking result reduction in my discretion resources to support the church, and impact my commitment to serve at church when I do not have money to funds to pay for parking.

Also, it means that I will reduce visits to shop during morning time as I will have paid restricted time, and if I plan to shop for longer, I am likely to avoid road side parking and

instead use the car parks in the malls which would result in empty spaces and not much financial benefits to the council that have increased the prices.

I attend St Mary's Church and whilst we have a carpark it get full very quickly and many people park on the streets surrounding. I feel introducing charges before 1 o'clock penalises church attenders. I don't see that there would be a major increase in revenue generated by the time change particularly around St Mary's area. I strongly object to this proposal.

I understand the drive for cleaner air in the city. During the week I can catch a blue star bus or city link bus to go to Central Hall St Mary's St for my volunteering role in Warm Spaces and an elderly support group. But on Sunday morning the bus service is very limited. Please keep free parking on Sunday mornings until 1pm so that I may practice my faith at Central Hall

Southampton is already an absolute dump. I never go into town to shop as it is awful, dirty, messy and full of people sleeping in doorways. So if the charges are even higher I will not ever go into the town centre. For what we get this city is horrible badly run by a bunch of idiots.

Free parking Sunday morning allows people to attend church

Weekly use parking on a Sunday morning to attend church service and charging for parking will have a significant impact on this.

My weekly visits to the city centre are on Sunday evenings to attend church - as I have done for the past 30 years. The significant increases in parking charges proposed provide a disincentive to less affluent worshippers to attend. This would be to the detriment of local residents given the many services the churches in the area provide - such as help for the homeless, language cafes, parent & toddler groups and support for people with addictions. When I park on a Sunday evening, the car parking spaces in the Marlands car park are typically less than 20% occupied and the traffic is usually light. Therefore, some of the rationale advanced by the council for increased charges on Sundays cannot be supported by the evidence.

Much like the last consultation, no good reasons proposed or a clear statement of what the actual problem is other than a generic series of bullet points. Indicative of a decision already made in order to increase revenue from parking and from fines.

Specifically:

Point 1 - no indication or evidence given that extending charging hours will make any difference to this.

Point 2 - what amenities? Generic and meaningless statement without evidence.

Point 3 - meaninglessly small contribution considering proximity to port, number of port movements and nature of marine fuels (HFO+EGCS, VLSFO and MGO). No evidence provided of proposed effect on air quality of these measures.

Point 4 - no evidence provided of an actual problem in extended hours (early Sunday morning parking congestion in Southampton is not a thing). On the point of inflation - decreased buying power = less money in people's pockets so 'luxuries' like popping into town are likely to decrease. To follow this logic through, to manage demand driven by inflation and maintain at current levels, council should be reducing parking charges.

Point 5 - fantastic, we love clarity. Could it be considered to reduce the charges to achieve this?

Point 6 - see point 4 above. No evidence of excessive parking demands provided on e.g. early Sunday morning.

Point 7 - no comment; unable to speak for anyone else.

There is a local church which welcomes people from all walks of life in all financial situations and bringing in charges for Sunday mornings will have a huge impact on the number of people able to attend a city centre church. A church that provides community, opportunities, support getting out of addiction, drugs and homelessness. Giving people a

reason to carry on in life. By bringing in the charges some people will still come but a lot of people won't which will have a determinental impact on a whole cohort of people which will have implications to the council across different areas .

I understand the need to increase parking charges but really hope you don't increase the parking permit price for residents. We use Gloucester Square car park and have seen a big increase in day trippers parking here. I think there is a fine line between putting people off driving in and parking and increasing parking charges to pay for roads etc. if you put them up too much people won't drive in and you could end up with higher charges but less profit. Please don't penalise the residents, we already contribute with the parking permit and council tax. Thank you for reading my comment.

Obviously I am not happy about any additional costs to drivers.

Sunday morning charges particularly harsh

As it is the day I drive into town to go to church.

Fuel prices and insurance costs have both gone up by about 30 percent this year..

Keeping a car on the road is essential for my work out of town at least 9 months of the year.

Average 30 miles to work per day .

45 weeks per year approximately.

Regards

Sunday morning charges will stop people accessing faith services - this aspect of the change seems unnecessary and will dis-proportionately affect faith groups.

Charging for parking on Sunday mornings will negatively impact upon attendance at churches and other religious buildings that have no parking of their own - there are many in the city centre. Parking has always been free for this precise purpose. Is the council happy to be seen as not supporting religious attendance?

Revenue generated profit of £667 million from combined local authority parking operations (both on and off street), an increase of 12%.

Surplus is down to rising income, and a decline in transport operating costs by local authorities. Local authorities have reduced their running costs by 10% for on-street and 2% for off-street parking.

Statutory powers to impose car parking charges derive from the Road Traffic Regulation Act 1984 (RTRA 1984).

Money raised under sections 45 and 46 must be placed and for dealing with any surplus funds which includes expenditure for other transport purposes. Section 122 imposes a general duty on local authorities exercising functions under RTRA 1984 to "secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking on and off the highway. Contravention of the Act. R (Attfield) v London Borough of Barnet [2013] EWHC 2089 (Admin). The court held that the Council's purpose in increasing the charges for resident parking permits and visitor vouchers was to generate additional income to meet projected expenditure for road maintenance and improvement, concessionary fares and other road-transport costs and reduce the need to raise income from other sources, such as fines, charges and council tax and that this was UNLAWFUL. There was no evidence that the increase was required to cover increased running costs of the parking scheme.

The RTRA 1984 is not a revenue-raising or taxing statute and did not authorise the Council to use its powers to charge local residents increased parking charges with the purpose of raising surplus revenue for other transport purposes funded by the General Fund. The Council's purpose in increasing the charges for resident parking permits and visitor vouchers was to create a surplus and was not therefore authorised under the 1984 Act and therefore its decision to do so was unlawful.

It is worth noting that in the Barnet case, the court did recognise that authorities have "a discretion to set charges to reflect its parking policies ... [and are] not restricted to levying a charge only to cover the base cost of running the scheme". When setting

charges it is acceptable to recognise and plan for dealing with any surplus; budgeting for a modest surplus does not render the scheme unlawful or evidence any unlawful revenue raising motive. Indeed the court recognised that "it may be prudent to budget for a surplus to allow for unforeseen expenses, shortfalls in other years and payment of capital charges/debts".

SCC should be mindful of the relevant statutory parameters and ensure that their car parking charges remain lawful.

High court ruling. Mrs Justice Lang said the 1984 Road Traffic Regulation Act "is not a fiscal measure and does not authorise the authority to use its powers to charge local residents for parking in order to raise surplus revenue for other transport purposes". In his report, Dr Elliott said the law clearly stated that on-street parking fees and penalty charges can only be set with the intention of "relieving or preventing congestion of traffic" and covering the cost of administering the schemes. He explained strict rules state that any surplus, with only minor exceptions, must be spent on contributing to the cost of off-street parking, public transport, road improvements and environmental improvements. "Councils should not set out to raise money for these or any other purpose. Having viewed the application, SCC have not recorded anything [public democratic policy], to prove they have considered the points raised above. Neither have they proved, on the balance of probabilities, pollution will not increase on current 'excessive' levels. Southampton being, in the top tier of most polluting cities in the UK.

For decades, SCC have failed to reinstate a sustainable tram network, effective, reliable, 24/7 public transport system, reduced pollution from the port, cruise ships or t

Originally the parking charges were restricted to between 12.00 and 18.00 on Sundays because many people attend churches in the city centre during Sunday morning and evening (not in the afternoon - the main shopping period). Nothing has changed. It seems wrong to penalise people for attending their places of worship on a Sunday.

The sudden sharp increase in parking charges on Sundays and evenings will directly impinge on the Above Bar Church community's ability to meet to practice our faith and to serve the local community. Above Bar Church meets on Sunday mornings and hosts evening events and this charge could put off visitors and unfairly burden regulars. Additionally, anyone serving on a team (helping with children's work, set up and pack down, refreshments, etc.) will have to pay £8 every time. This is an outrageous sum, especially when you consider that they are already making the sacrifice of time and energy to make local people feel valued and cared for.

As an attender of Above Bar Church who usually parks in Sussex Street I am very concerned at the proposed increase in parking on Sunday mornings.

Frequently being involved before and after the service in a voluntary role it seems I shall now have to pay £8 each week.

Surely as the car park is almost empty when arriving at about 9.15 there is clearly little demand until the shops open later.

Some of the reasons for the increase are reducing pollution, allowing for inflation, Managing demand and facilitating passage on the roads.

As I get in at a quiet time I am adding little to off peak pollution, which is best solved by more direct targeting.

The increases are way above inflation, and on the final points travelling in at off peak times does manage demand and facilitating passage.

Surely in these times of financial stress the charge can start at a more reasonable time on Sunday, bearing in mind our Church hosts a weekly Basic Bank, CAP meetings to help financial problems and hosts other events aimed at those on the streets and others wanting to improve their English.

Please do not penalise those who are of Faith and are helping poorer inhabitants of Southampton.

I regularly park in the city centre in the roads where the prices are being raised. I am an active member of Above Bar church, and as such, the main reason that I would park in the city centre is for church-related activities rather than for leisure activities. The proposed changes to prices of parking will be a huge added cost, not just for me, but for all those in my church community, and those that benefit from the services the church offers at a time when costs are already high. If the proposed changes go ahead, it will cost me at least an additional 12 pounds per week to attend church on Sunday and volunteer in the group that I help with mid-week. I know this will be true for all the volunteers that support the work of the church, and some will simply not be able to afford it. The knock on impact will be on these services. Most of the work that the church does exists to serve the most vulnerable in our society. There is a Basics Bank (food bank) runs on a Monday morning helping to tackle food poverty. The rise in parking prices will impact our clients as well as volunteers who might park their cars in the city centre. On a Tuesday evening I volunteer at a global gathering group, an international outreach which aims to support refugees and asylum seekers. I know that the church also runs English language lessons, Big Breakfast (a free breakfast for the homeless and vulnerable), a children's club, a youth group, a group for the elderly, a group for toddlers and many other activities. Everyone who comes to the church for any of these activities and services will find it more difficult to access them because of the increase in costs. I believe that the volunteers for these groups will also be hit hard. A large proportion of people in the city on Sunday mornings, and on weekday evenings will be those participating in these sorts of charitable activities, and the proposed price changes prevent these good works continuing. This will have a massive negative impact on our community and the city.

I do think that these proposals are quite harsh at this time of rising prices.

1. The churches in the city centre are doing a tremendous job supporting the community very often the marginalised or homeless or lonely these charges will create a further burden on the volunteers who need to transport food and equipment at times like Sunday mornings and evenings in the week.

It will reduce trade in the city for shops and businesses, we don't need more places to stop trading.

Lastly it is not the time to make the residents of our city pay for the miss management of parking charge recovery.

I object to the charging on a Sunday morning as many city centre churches gather in the morning and support the local community in many ways. For example running community cafe at Central Hall, in St Mary Street (This provides food for the homeless and marginalised and many vulnerable people use their own vehicles to get support from the Christian Communities on a Sunday morning. The cafe serves both as a means to feed the hungry and provide friendship and support in other ways.

Charging so early in the day on a Sunday morning would deter those who provide the services and have to drive in to arrive early to set up/prepare for the morning. It would also deter many vulnerable and older people who cannot get around without the use of a car from accessing this support.

Also charging until 8 pm in the evenings would deter people who drive into the city centre to enjoy a night out and could reduce the night time economy or make it unviable for those working in the night time economy to actually work (as many are not paid very well).

Parking charges being introduced on Sunday mornings will impact on those attending church communities, many of whom have limited finances. Attending a church is an essential part of many people's lives not only for spiritual teaching but also for friendship

and social support. Putting a barrier in the way is very disappointing and will impact negatively on this aspect of life in Southampton.

This proposal will act as a disincentive to people coming into the city centre. It particularly impacts church attenders who often arrive in town early before shops are open. The rise in charges will impact those least able to afford it.

I think it is rather insulting to think that users can not understand the current evening tariff when actually this proposal will put costs up at a time of day when there are a lot less, if any, buses. Breeze is not a realistic public transport for a lot of people and can't be used late at night anyway. Tackling public transport before putting up prices prohibitively would seem sensible. Many places I visit charge less than these proposals for parking yet seem to have a thriving town centre and cultural economy. A lot of places do offer free for half an hour, or a small amount for 1 hour which encourages a quick turnover without hugely penalising those who need just a brief visit.

I go to Church at in the city centre on a Sunday morning and also attend evening meetings there. If the parking charges are bought in for a Sunday morning then I will have to strongly consider leaving the church that I have been part of for 15 years as I cannot afford an extra £22+ a month to pay for the parking charges. I live on the outskirts of Southampton and have a family of 4 and therefore it is unrealistic to walk/cycle and the bus would cost me more. The shops aren't even open that early on a Sunday and therefore I can only assume that it is greed to start charges for parking so early.

I feel they will be detrimental to businesses and shops in the City Centre as people will opt for out of town shopping areas. They will also have an affect on people wishing to attend many of the City Centre churches on a Sunday morning, especially families or others who might have to use public transport. These churches do a lot to support people living in the City and meeting on a Sunday can give a sense of belonging and community.

How will these changes affect disabled Blue Badge holders both TIMEWISE and CHARGEWISE please.

I support the adjustment of parking charges to account for inflation, so that those parking are no longer increasingly subsidised by all taxpayers. I suggest, at minimum, linking charges to inflation going forward.

We have been very grateful for how the council has kept Sunday mornings free of charge to allow us to access worship at our church and other churches across the City free of charge. Introducing charges will significantly impact the opportunity for those of all backgrounds to attend church.

This change will affect 100s of people who depend on meeting on Sunday mornings for their spiritual and mental health. The parking charges as they are discourage people from staying on an extra 20 minutes or so to have a tea or coffee. These are such vital parts of community for many, many people from diverse backgrounds. It's important that these places of worship are encouraged by the local council because these people give back to their communities when they are well looked after.

[REDACTED]

I would like to see a provision made for those attending places of worship, particularly on a Sunday morning in the city centre.

Would like to see free parking in and around places of worship on Sunday mornings, in the city centre.

I regularly attend a Christian church service on Sunday mornings in the City Centre from about 9.45am to 1130am. My understanding is that many years ago an agreement with the Council was put in place, partly for church goers on Sunday mornings, to not have to pay for on street parking until 1pm. This new proposal to pay for on street parking from 8am is awful. One could easily slide into a £5.50 payment. If someone is involved in the music/refreshment preparation this could easily extend to £8. I hope this is not intended

as an attack on the Christian community but in dark moments its not too difficult to think so. There are many Sunday morning Church services in the centre and it seems quite reasonable to think it will adversely affect a large number of people. Unless I am missing out on something, Southampton City Council are keen to promote community cohesion and good mental health. Regular attendance at a Sunday morning service do exactly these things. Shopping outlets don't normally open until 11am on Sundays and again one wonders who are these parking increases aimed at?

I would like to see a provision made for those attending places of worship, particularly on a Sunday morning in the city centre.

I would like provision to be made for those attending places of Worship particularly in Sunday morning in the City Centre.

I believe that the proposals are fair and will make the tariffs easier to understand. I am not happy with the separate daytime evening charges as I have been caught out previously and received a penalty charge notice which I paid. So I think that the continuous charges will be easier to read and understand.

I am very disheartened to read that you are proposing to introduce parking charges all day on Sundays whereas before it was from 12noon or 1pm and up until 6pm. As a church goer it will be hard not just for our family but other larger families to now have to pay to park in order to attend a weekly community activity that benefits many. We do try and cycle to church as this is beneficial on many levels, but some weeks this may not be possible and serving the wider the community means spending time with others. The longer we spend time helping and supporting those in our congregation who are in need or even simply serving in the church, it seems the more we will need to pay since it appears that if you need to park for any more than two hours the only option is to pay the 4-hour tariff of £8.

As the cost of living affects everyone, this additional charge will impact those attending all churches in the city centre greatly, easily over 1000 people each week roughly. Please strongly reconsider if these increased charges are truly necessary vs the impact on those not only attending church services but serving in the church to help the wider community. Many thanks.

I would like to see a provision made for those attending church and other places of worship particularly on a Sunday morning in the city centre.

██████████

When Sunday trading laws were changed it was widely accepted, if not a legal requirement (I'm not sure about this) that churches would not be disadvantaged. Your proposal will deter those who come to church services by car especially the city centre churches. The churches are very beneficial to the city in ways that you may not appreciate. Their members are more likely than the average person to be street pastors, Samaritans, help the homeless, or support other causes and charities. The church I belong to is St Michael the Archangel, Southampton's oldest building and brings many visitors to its doors. It is open seven days a week, entirely manned by volunteers, and receives no state funding. If this were to close due to falling members the city would lose this footfall.

As a member of a church that will be directly affected by these proposed changes, I will be directly affected and in the middle of a cost of living crisis, it would be yet another weekly cost that will add up very quickly for me. On top of this, it makes it difficult for volunteers to be able to serve projects such as Community Cafe and Warm Space, which are doing so much good for the city. These are often older people, who are unable to walk or cycle into the city.

I understand the need to be less reliant on our cars, and welcome initiatives to encourage people to cycle and work more often. However, this doesn't feel like the best way to achieve that. As a driver, I don't mind being inconvenienced, but I do mind extra costs being lumped onto people unnecessarily. Particularly with evening charges

changing (when cycling or walking is less of an option) and Sunday morning charges disproportionately affecting faith communities, often consisting of families and elderly people who may have no choice but to drive. It feels more like a money-making exercise.

Yes parking should be increased along with the promotion of public transport

This is appalling, I would like to express my objection to the introduction of parking charges before 1pm on Sundays.

I find the arguments put forward for the changes to be quite unconvincing and would lead to more harm to the city than benefit. My particular objection is to Sunday morning parking from 8am. At present the main group of people using parking at this time are church goers to city centre churches. Shoppers generally arrive much later in the morning (often when they have to already pay). Given the charge for each attendee who drives in would be £4 (as most services will be over an hour), for a year this is effectively a tax for church attendance of £208 a year as most people go most weeks. With, I estimate, 500 cars at a minimum parking for church each Sunday, the council would be earning £10,000 a year from the Christian community. I'm sure other faith groups would be similarly affected. I feel this at a minimum is profiteering from people who make a big contribution to the good of the city and at worse is borderline discrimination.

Acknowledgment:

For many years there have been no parking charges on a Sunday morning which has helped those attending church services in areas where parking is managed, and we are grateful for that concession.

While, as a regular church attender to a city centre church I would ideally like to object to the introduction of parking charges on a Sunday morning, I can acknowledge the need to manage limited parking spaces through parking charges, especially when you factor in the expense of Sunday trading.

Objection:

It is possible that introducing charges on a Sunday morning may push church attendance down even further at a time when it is needed the most, especially in those of lower incomes, making church attendance a middle income privilege. I believe that church attendance is very important for mental and social health and should not be discouraged whatever faith a person holds. To create a barrier based on affording parking charges could be seen as socially irresponsible and possibly financially discriminatory, therefore I would like to register my objection to introducing parking charges on a Sunday morning.

Support:

To introduce a single continuous charging period that encompasses both day and evening charges will make things much simpler for your customers (I recall having to try and write instructions for customers whose parking would extend from day to evening tariff and it is indeed complicated). I wish to register my support for this single continuous charging period.

Compromise suggestion 1:

With regard to tariffs on and off street I would like to suggest a rate for 3 hours of parking be introduced across all on and off street parking to facilitate church attendance. Our church for example opens at 0930, service begins at 1000 and disperses between 1130 and midday. A three hour charging band would provide for unhurried attendance and social interaction, prayer and would be a positive mental health benefit to attendees. Currently, and in your proposed tariffs there are a number of parking places jumping from 2 hour to 4 hour tariff bands with a significant price increase. This would be a fair compromise to allow for church attendance.

Compromise suggestion 2:

I wonder if I could suggest a compromise for those who arrive at church early to set up the building and stay after the congregation has dispersed to clean and secure the building. This would include faith leaders, musicians, building managers and possibly hospitality volunteers and those who actively serve the community on behalf of the church.

(Example) In the quays car park those with gym membership have a 3 hour parking permit. Would you consider introducing a 3 hour parking permit for such church individuals?

This could be managed by the church just as the quays is managed by active nation membership. The council and church could work in partnership to ensure fair issue and management of such passes to be used in off street parking only on a Sunday morning or other times when the church is actively supporting the local community (community café on Sunday evenings perhaps?). I am sure you could negotiate free or minimal (administration) fee for such permit. This could also be extended to our Muslim and Jewish brothers whose holy days are not Sunday and would certainly be seen as a positive interfaith benefit particularly for the councillors whose portfolio encompasses transport and faith.

Additional consideration:

Introducing parking charges on Sundays and increasing charges for evenings could lead to reduced visitors in the city, may I suggest you work with bus companies to provide more regular public transport services in these periods which currently run reduced 'Sunday' services. This would offer people a more environmentally friendly alternative to driving to the city thus assisting in your aim to improve air quality and reduce demand on parking by promoting effective and reliable alternative transport options.

Support changes to improve air quality and encourage public transport use.

City centre parking should be free after 6pm. An 8pm end to charges affects theatre goers as performances begin at 7 or 7.30pm.

I hope Sundays will not be affected.

I note that you are proposing to begin charging for on-street parking and parking in car parks at 8am on Sundays rather than at 1pm as at present. This will have an adverse effect on those who attend our Quaker Meeting House in Ordnance Road on Sunday mornings. We are the only Quaker Meeting House in Southampton, so some Quakers are obliged to travel by car, and it would be a shame if any of our members, or indeed any members of other religious denominations were prevented from attending their place of worship because of parking charges.

Having reviewed the proposals again, I would add to my previous response --

I think that the proposal to extend the charge period and increase parking charges would serve to exacerbate what is already a difficult business (and cultural) environment.

Given the continuing loss of shops in the city and current decline in High Street footfall, this move would I believe be a mistake.

Were the proposals to be enacted, I can only foresee more people turning to out of town centres or being encouraged to shop on-line. This would lead to further city centre shop closures with attendant loss of employment.

It could also lead to streets currently outside the charge zones becoming clogged and more heavily parked.

The gain in carrying out this proposal is far outweighed by the potential permanent damage to the life-blood of the City.

I would ask you to reconsider.

increasing the cost by between 20 to ~67% is not i would suggest something that would encourage more people using private vehicles to the city; commuters, unless they obtain some employee discount will unlikely benefit by these increases; with the work from home status more embedded will only encourage people to reduce their commuting spend by reducing their commute.

If you are going to double the fees then improve the facilities. Otherwise leave them at the rate they are. Unlike portsmouth's gun wharf, there's little attraction to come to Southampton these days unless you're cruise traffic. Encourage local business and leave the fees alone. Otherwise you don't deserve a vote.

I am supporting parking charges for the city centre. As there are a good bus service to the city centre. As an alternative.

Helps manage parking and encourages shift to public transport.

I regularly worship at Above Bar Church in the city centre. The proposals to increase costs of parking will affect many people coming to the church. I find parking at Marlands a problem as the spaces are so narrow. I have parked at GuildHall I think it is, where it has been free til midday. At present my older husband benefits from a blue badge card which is great. When he is no longer with me then I will have a problem. Please consider these difficulties for parking in the city centre.

Introducing charges during the evenings would discourage use of the city centre at those times when restaurants and the arts so greatly need the custom. Southampton should aim to become a city with bustling evening scenes suiting all residents, and lack of parking charges in the evenings can only encourage this

We should be discouraging car use and promoting bus and train travel to the city centre. In addition, if people are prepared to pay for dinner in a restaurant or theatre tickets a small increase in parking charges shouldn't pose a problem.

I support reducing congestion and improving air quality in the centre of the city. I am willing to contribute to that by paying more for parking.

For the past thirty odd years, policy in the city has prioritised personal car use and failed to incentivise using public transport. These plans are something of a rebalance, but are far from Draconian.

Car parking charges should reflect the cost of their provision, and incentivise use of public transport.

seem necessary

Bad decision

We must do everything g we can to support efforts against climate change. The proposals should help dissuade people from driving into the city. Also they will help the council to plan for future spending in the light of government cuts to their budget.

I find it surprising that car parking charges are to be increased -and from 8 – 8pm – possibly not for the reason you are thinking!

Travelling to any city one wants to know that car parking charges are reasonable and that it is possible to travel easily around the city. As Southampton Council have chosen to focus on pedestrians and cyclists – that is OK – but for Southampton city I consider that one vital ingredient is missing. If cars are so restricted in the city – then there must be park and ride facilities available – so that visitors can park and travel into the city by bus – but Southampton does not appear to have any park and ride facilities. So, for whatever reason they have never invested in such – then it is rather self-defeating to expect people to visit Southampton if visitors cannot get easily to where they want to be, and also have high parking charges to pay.

Result: people will choose not to visit Southampton – but to visit one of the nearby towns which treat visitors well – and Southampton shops will lose trade. Less money for the council to spend and even people living here will themselves decide to move away and choose a more friendly town.

Rather self-defeating wouldn't you agree?

So sad – roads near a bus route will become full of cars – some already are.

Coming into Southampton by coach to a very small hub is rather depressing.

House prices will decrease in price as people move out because the big shops in Southampton will have closed.

The council will then not have enough money for the basic services.

Councillors – please wake up and take this seriously – if you really want Southampton to

thrive.

One last point - someone mentioned to me that when Sunday trading was begun there was an agreement by the council that there would be no payment until 12 noon/1pm on Sundays to allow people to park and go to church (of whom I guess there are well over 1,000 people on a Sunday morning, and slightly less than that on a Sunday evening). Agreements need to be upheld.

Thank you for reading this.

I think these parking charges are really going to affect churches in the city centre. I currently have to drive to my church due to where I live, I cannot get there by public transport. If I wanted to go to both the morning and evening service with these new parking charges I would be paying £11 every week just to attend church which builds up to be quite a large expense. Furthermore, those that help at church (for example the music team or children's team) will have to be at church for longer and so will have to pay even more than just a regular attender of the church. This could cause people to step down from certain voluntary roles due to the expense which would make the running of the church and the church services very difficult. I think the parking charges should just be kept the same as they currently are. I think the impact that changing this will have on not only churches but local businesses is too large and therefore no changes should be made.

Yes to increased charges. We should not be subsidising motor vehicles in a climate crisis.

The existing charges are already expensive. I do not feel that any increase would be justified.

I was glad to see Mayflower Park remained at low cost.

The proposal is detrimental to the city community and in particular the local churches who serve the community in numerous ways.

These proposals are very heavily negative towards visitors to the city centre and do not form part of a balanced set of changes across the wider infrastructure - they are just "charge people more to park at all times". The boldest change is to charges on a Sunday, which have become very significant.

Thinking of us as a family, the bus would be good alternative to parking. However we are a family of 5 - to get the bus into town without the government's price cap (which expires with October) would cost £18. Why not make bus travel significantly cheaper for under 18s? This would help them get into the habit of using the bus more. Since our children hit 5 years old it's too expensive to get the bus for a trip into town.

Thinking of the Sunday charges, there are a number of churches in the city centre - because the city centre isn't a big residential district, the congregations of these churches are from outside the city centre and travel in. Some congregants will cycle, but a number will need motorised transport. For a church service, the time is fixed and the bus services on a Sunday are not as flexible as during the week. Therefore a significant number of people will drive in. With the previous charging structure on a Sunday, it was possible for churches to arrange their service times to make the cost of parking minimal. With the new structure this is not possible.

Each church is served by teams of volunteers who don't get paid for their time. For a church service of 90 minutes, an attendee could pay for 2 hours' parking. This will generally be £2.80 now - or £12/month. However a volunteer is likely to be required two hours before the service start, for setup and rehearsal - this means a charge of around £5 - or £20/month. This is a lot of money for something that was broadly free before.

Is the council's desire to dissuade people from travelling to the city centre? Having been a regular 'parker' on a Sunday, and in the evening, I haven't generally perceived that there's been a difficulty with demand. Certainly the only time I might struggle to find a space is on a Saturday in the day. Therefore I am convinced that these changes aren't justified by managing parking demand.

The only other possible reason for the Sunday parking changes is the "single clear tariff". A simple tariff structure is desirable, at what cost? The addition of PayByPhone across the city has already significantly improved the tariff situation by simplifying the interface for those who use the app - enter your parking time, see the proposed cost on screen!

Please rethink the charge changes which are not incremental or inflation related - they are surely steep enough to drastically change the habits of people and force them to shop and visit elsewhere. If this happens, then everybody will lose.

People's standard of living has generally been badly affected through the steep increases to the cost of living. There are many who rely on their cars who are not easily able to walk or catch public transport. This is just another nail in the coffin and so far removed from the policies of the previous administration.

This proposal will affect many people in this city in a serious way. We are currently in a cost of living crisis and many people are struggling to make ends meet. An increase in parking charges is unnecessary and shows a total disregard for people's well being as they might not be able to park in their own city. Furthermore, it is proposed that we will now be charged to park on Sundays which is horrendous. We have never charged on parking on Sundays and bank holidays and we should not start now. Most churches in the city do not have onsite parking and their attendees park on the street. For many people, charging parking on Sundays could make attending church financial unviable. It is not acceptable to take this right away from people to worship and find community, especially in this time of crisis. I urge you to consider how people are struggling financially right now and how this Sunday parking charge could stop many people from expressing a human right of religion and faith.

Thank you for the opportunity to comment on proposed increases to car parking and on-street parking charges. I read the supporting information with interest. I have no particular objection to the increase in car parking charges, but I do think it is a stretch to justify this based on improving air quality, reducing congestion and improving traffic flow. I would be very surprised if these car parking increases, if implemented, would make any meaningful difference in these areas. I suspect this proposal is more about increasing revenue for the Council (for good reasons) and it would be more transparent for this to be acknowledged and that increasing car parking charges is a simple, equitable(?) and straightforward way of doing this.

If there is a real commitment to improving air quality and reducing congestion in the City centre, there needs to be a radical, forward-looking approach that would need to consider a ULEZ or similar and other measures that act as an effective deterrent to driving in to the City, alongside seriously subsidised public transport, all of which is likely to be a voter loser if recent events in Uxbridge are to be believed.

On the other hand, there is the issue of our declining historic city and town centres, battered by the rise of online shopping, the decline of the hospitality industry, the pandemic, and now the cost-of-living crisis, the result of all of which is empty, boarded up shops and reduced footfall. This threatens the future of our historic city centres and Southampton is no exception. The City centre has significantly diminished as an attractive place to visit in the last decade, with closed shops, a dominance of national and global chains, a near total absence of independent shops, a conspicuous presence

of the homeless, drug-addicted and mentally ill, and too much litter and detritus blowing around the streets. Increased car parking charges may only provide another reason not to visit the centre of this historic maritime City, including some of the finest medieval town walls in the country.

West park RD MSCP should have some charges for 1 hr stay also.

Many people come here just for short while eg visiting students /help moving in/out , dropping off collecting something from library etc.

As resident who live across the road I often have visitors coming to my house for 20-50 min max.

In most days 1 hr parking charge would be enough, but there is no charges like this at this multi storey car park at the moment. 1 hr single charge for this parking would be greatly appreciated please.

Thank you

There is a distinct lack of investment in public transport connectivity throughout the city, meaning that for many car travel is the only sensible option to get to work, school or for leisure activities. For the latter sector, whom I imagine are struggling to recover losses from the pandemic years, increased charges with extended evening hours will no doubt result in fewer people travelling into the city centre and instead taking their custom elsewhere. If buses had a regular reliable timetable covering more of the city and surrounding areas perhaps there would be less objection. I do not support the increases. Whilst I recognise the Council's desire to make the improvements outline, especially those of air quality and the use of alternative means of transport, I would like to point out the following.

I am a member of Above Bar Church and attend every Sunday morning. I am in my 80th year and now find walking quite challenging some days. The nearest public transport to my home is half a mile away and takes me about a quarter of an hour to walk. The bus also only runs every half hour and I would need to get a bus that would deliver me to Portland Terrace 25 minutes before service time and 15 minutes before the doors open. In the summer that wait is tolerable but in winter it is daunting. Consequently my wife I travel by car and park in either Sussex Road or Palmerston Road where we can currently park free of charge. Since we would need a little more than 2 hours, the next proposed charge point would be 4 hours.

Might I respectfully suggest that the current Sunday morning concession of free parking until 1pm is retained. If the proposed charges are introduced I shall have to look for an alternative place of worship, which at my age, will not be easy.

Best regards

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The price to park is already too high it should be lowered

While I fully support the aims of improving air quality in the city and encouraging drivers to consider other means of transport, bringing in parking charges on a Sunday morning will almost certainly negatively affect the attendance of the many religious communities that meet in the city centre on a Sunday morning. A downturn in attendance will lead to a decrease in the provision and effectiveness of the many social action projects that these communities do, which are relied upon by some of the most vulnerable in our city.

The city is not busy at these times, by forcing parking charges, there is a higher likelihood that there will be less people coming into the city.

Public transport links are not great either as they only start entering the city from 08:00/08:30 and then run hourly after 17:00.

There really will be less of an incentive to enter Southampton knowing that I'd also have to pay for parking...

Introducing parking charges on Sunday mornings and Christmas Day has the potential to seriously damage church attendance in the City Centre, and thereby damage church communities themselves. When one considers the enormous contribution churches make to the life of the city, does the City Council really want that?

I am writing to protest most strongly that your current proposals regarding city centre parking discriminate against the church-going community in the city on Sunday mornings, which amounts to several thousand people. I am primarily opposed to the timings rather than the charges themselves, although I do consider the price increase to be too great. As for the timings, I wish to request that the current commencement of charges at 1pm be continued, in order to facilitate public worship by the sizeable church-going community which, in addition to its own corporate gatherings, is involved in many community-related & charitable events, which benefit the wider city population in general, and the less fortunate segment of that population in particular. I trust that you will give serious consideration to my comments, and many similar which I am sure you will receive from elsewhere, and abandon the currently proposed changes. With thanks.

I object to the extension of charges on Sundays which will disadvantage people wishing to park during morning and evening church services. It will also affect parking on weekday evenings. Otherwise I appreciate that our council need to look at increasing income.

I can't see the need for parking charges to start on a Sunday at 8.00am. There is hardly any traffic then, shops are not allowed to trade till 11.00am-5.00pm. This means the "parking officers" will be paid with no work to do. Please read the Council's original meeting minutes setting up the charging times that are operating now. The Members were really surprised just how many people attended churches in the city centre & they were only too happy that people attending churches morning & evening should not have to pay to park for this privilege. They could see the impact charges would have for individual, families & churches. This will be a backward step & will add extra expense to church attenders especially during the stretch on household budgets. This may well mean that people will stop attending churches in city centre & go elsewhere. If this happens it will mean that the city centre churches will not have the volunteers to carry out the many ways that they carry out the support they give to Southampton City Council services (which the council depends on). This will affect more people in the communities than you realise.

You want more people to be coming into the city by bus rather than car. I would come into the city on a Sunday a.m to attend church but there are no buses from Sholing at anywhere near a convenient time. On a Sunday there are at least 50% less buses than other days when surveys have shown that Sundays are the second busiest trading days of the week - surely you need to get more buses on the road before starting charges at 8.00a.m I will probably have to find another church to go to rather than pay carpark charges - I have been attending the same city centre church for nearly 50 years. We have over 400 adults plus 100 children attend each Sunday. We have people come from over 30 different countries with us seeking to support many in these communities with their

wide & varied needs - they certainly won't be able to pay parking charges.

I can see why parking charges need to rise but I think it is totally wrong that there will not be any charges for a 3 hour stay - the proposal goes from 2 hours & then 4 hours. What is

the reasoning for this ?

Once again I cannot see 1 reason why Sunday parking charges should start at 8.00 a.m & that the parking times should stay as they are now.

I (a single female)come to Southampton from quite a distance in the evening to take part in cultural activities. The car park available does not feel safe and the current charge already seems high for a virtually empty car park. A further increase is likely to be the tipping point and I will no longer come.

At the height of the cost of living crisis, to increase the parking charges to such extreme levels show the utter contempt the council has for Southampton's residents. All this gives me increased confidence that the council has acted irresponsibly with its finances, and is punishing the people instead for its financial mismanagement.

The impact of this cannot be understated. Local businesses will be affected as people are disincentivised to go to town. Sadly, the charity sector will also be unduly affected, as the combination of the extended time frames to implement these charges as well as the significantly increased charges will mean that their volunteer base will find it increasingly unviable to operate (often during evenings and sunday mornings). At a time of national crisis, where there is increasing need to increase business interests as well as the present increasing reliance on the charity sector, this shows just how short sighted those who have made this decision are.

I urge you to stop these plans, in the interests of all people in Southampton, but particularly for those whose finances are being squeezed more and more who just do not need decisions like this right now, as well as for local businesses and charities and those whom they serve.

Thank you for the opportunity to respond. I attend a City Centre church along with hundreds of off people of all ages from new born babies - those in their 90s. The new charges on Sunday morning will seem like a tariff on going to church. For those arriving early to prepare for services (technical refreshments for the social aspect of meeting, creating community) and stay after everyone has left to clear up could present a bill for 3 - 4 hours parking.

Some of us can change to using the buses but they are not always reliable or, indeed, some have no service on a Sunday morning.

Back in the 1980s (I think) the Council proposed car parking charges for Sunday morning and representation was made from the then ministers of City Centre churches to request the charge did not apply until mid-day. The Council at that time clearly had no idea of the number of church attendees in the centre and, in response graciously allowed free parking until mid-day.

I trust the same consideration will apply this time.

Thank you for reading these comments.

I am very sad to read of these proposals especially as they apply to Sundays. Given the paucity of suitable bus services on a Sunday for a large number of people with limited mobility or with young families using a car is the only reasonable option. Many are unable to afford taxi's and the parking charge makes a further serious dent in their income at a time when the cost of living is already a challenge!

Furthermore the Christian churches in the city have sought to work with the City Council to support and help the City in many practical ways especially during Covid but continuing to the present day.

It would be great if the City council could continue to support and work together with the churches to help the city to flourish in every way.

I remember that a number of years ago when Sunday parking charges were introduced the Churches in the City made representation to the Council on behalf of the many hundreds of people attending the City Centre churches on Sunday mornings and the Council graciously agreed to postpone most on street parking charges until 1pm on a Sunday.

I would love to see the same consideration extended to the Christian community on this occasion and trust that the council will consider this sympathetically.

You're proposing to start charging on Sunday mornings. People go to church on Sunday mornings. The more disadvantaged, like large African families, come to church by car. After the church supports the city by providing massive food distribution projects (eg. Basics bank) and assists the city in supporting families (Safe Families) saving the Council money, the Council then decides to target Sunday morning. Please don't do this. It's just wrong. This is as lightly worded as I can make it. I'm holding back.

I object to the proposed termination of Sunday morning freeparking in the old town and city centre. This will have a significant impact on those travelling in from other parts of city and further afield for Sunday worship in all Christian, and some other denominations, places of worship. Public transport is limited at this time, making journeys difficult. A readjustment of the start time back to midday, would represent a small loss of income for the council as most journeys for Sunday shopping are made after midday. I trust this will be carefully considered before any further changes are made.

A group day ticket on the buses has recently returned to £8.50 - I don't have an issue with that but it should provide a useful benchmark for the parking prices.

I am a member of a Church that meets in the City Centre and, generally, I use off street parking. This can be both on a Sunday and also a week day in the mid evening. On behalf of the Church I have been supporting City Council tenants who were isolated and lonely during the Covid lockdowns and followed up those links in the post Covid period. Sometime those visits are late on a Sunday morning when the free parking makes visitng easier.

If the changes are to be made would it possible for Churches and other places of worship to have access to free or discounted parking vouchers to be used in specific locations to allow their members / attenders to park for the purpose of attending those places of worship and / or engage in the chartiable activities of those religious communities in supporting the people of the City?

I feel the public are not being listened to

I am against the proposals for 3 reasons - these are personal reasons, because of the impact it would have on city centre churches, and because of the impact it would have on the city:

1. My family currently park in the city centre on Sunday mornings to attend church. We do not have an alternative means of transport that is affordable (it is too far to walk or cycle) and getting the bus as a family of 4 would be too expensive. In addition, our nearest bus stop is a 20 minute walk away from our home and we can drive into the city centre in that amount of time on a Sunday morning. The proposal would mean we would incur parking costs just to attend church, and on the many Sundays when we get there early to help out on a team, the cost would be considerable for 4 hours. We cannot afford this weekly. The same applies for those that attend the Sunday evening services (after 6pm).

2. Not only would the parking charges make it costly to go to church for us, but it would significantly reduce the capacity of the church (Above Bar Church, although this is not the only city centre church) to serve the local community. This is because church members, including myself, would be put off volunteering on the teams at church because it would mean a significant cost, e.g. parking for 4 hours instead of 2 hours just to attend the service and not get there early to help out. Church will not happen without teams of volunteers to run it, nor would the activities that the church do to serve the local community. Listed as part of your reasons for increasing the hours of parking charges was to encourage us to seek alternative transport and to reduce traffic. What about those of us who do not have reasonable alternative transport? And there is no traffic on Sunday mornings, therefore that is not an issue. I would like to add that our electric car is zero emissions so we do not contribute to air pollution in the city (I share your desire for a greener planet and city). In addition, the morning and evening church services happen when the shops are shut and therefore the traffic is minimal. By extending your parking charges beyond 1-6pm on Sundays you will be affecting people's right to worship and help out in the city centre.

3. For those that your new increased parking charge hours would impact, it will put off visitors to the city centre. This will not only affect volunteer services as previously mentioned, but it will also affect businesses if fewer people are travelling to the city. It increases the cost of taking part in voluntary work - in this case amateur orchestra practice starting 1930 ++ - and increasingly makes the use of inner city places less viable. This reduces the life of the city in cultural terms possibly driving such activities to outer areas where such strictures do not apply.

Please continue with free parking on Sunday mornings to enable those people who attend a Church service to go

It is ridiculously expensive to park in Southampton. Other cities (Winchester for one example) charge NOTHING to park after 6.00 pm.

These charges are killing the Night time economy in this city. I have travelled to Winchester to eat out and go to the theatre for this very reason. And I am not alone in this. The council already charge very high council taxes.

Disappointing.

The parking charges are too expensive and the extension to 8pm is unwelcome.

My wife and I are objecting to the proposed change in the parking charges specifically on a Sunday. Although we are in our 70s, when we want to visit the centre of Southampton on any day except Sunday we would cycle from our home in Shirley. There are no bus stops near us but we have bus passes anyway. For many years we have attended Above Bar Church and, on Sundays, we invariably travel to the City Centre by car as we often have books and other items for the needy of the city to benefit from. Carrying such on a cycle is not convenient. With the proposals, to adjust the existing Sunday parking facilities' times within the City, put forward by the council it would mean that we would be required to pay £8 twice every Sunday, to take our car to the City Centre for morning and evening services. Many people arrive at Above Bar Church to help set things up and don't leave until after 12 noon. As things stand at present, with free parking in the Civic Centre until 12.00noon and then free from 6.00pm, and with on-street parking free until 1.00pm and after 6.00pm, we are able to attend church without parking charges. As you know, Above Bar Church and many other cooperating churches within the City Centre do much good work in providing help for the disadvantaged and marginalised folk, who benefit from free food and clothing, within the City and it would be most discourteous and detrimental to relations between church and Southampton City Council to charge church-goers for parking during church service times. Sunday mornings and evenings, when shops are not busy, are not busy times on the roads and allowing the status quo to remain for the future would have little effect on the Council's finances, but would be greatly welcomed by church attendees like us. We wonder if Southampton City Council appreciates the negative effect such charges will have on visits to the City Centre churches and businesses by their proposals. Also I expect the way above inflation hike in the parking fees would have a negative effect on footfall for the retailers in the City Centre. I doubt whether any of the shop owners in the City Centre are in favour of the new charges and their hours of operation. I suspect that football fans would be strongly against the proposed weekday and Saturday charges when they come by car to support their home team. Is Southampton City Council really a Southampton supporter?

Please reconsider free parking in the city centre on Sundays before 12md. This has been graciously allowed by the City Council since Sunday parking charges were introduced to allow the many hundreds of people wanting to access their places of worship on a Sunday morning and has been recognised and appreciated.

Thank you for your consideration.

██████████ Southampton resident.

1. Increasing City Centre parking charges just makes it a less attractive place for shoppers who will more and more prefer out of town shopping and result in more closures of City Centre shops.
2. Charging on Sunday mornings will make it more difficult for those who worship in Churches in the City Centre. Sunday morning bus services are inevitably less frequent than at other times and take longer.

I am a pensioner of limited means, and regularly attend church in the city centre every Sunday morning. Bus services from my home are not always reliable and attending church greatly contributes to my social, mental and spiritual welfare. I always park opposite the Central Library, returning before 1pm, having performed necessary church duties. Please consider the needs of older people such as me when considering Sunday morning parking charges. Thanking you in anticipation.

Yours sincerely,

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As church warden at St Michael's Church in the City Centre (opposite the Tudor House) I am very concerned about the introduction of parking charges on Sunday mornings. Not only will this discourage people from coming to church but it will be a problem for all of us who have to arrive early to prepare for the services and stay until after they have finished. The church has no parking spaces of its own. The City Centre churches

contribute greatly to the life of the city and to threaten their viability in this way could do a lot of damage. I ask you to reconsider this proposal.

I come into town 3-4 times a week to carry out voluntary work at Above Bar Church. I teach English as a second language to immigrants/asylum seekers. The increases are very steep, particularly for people like myself on fixed incomes. These steep rises could affect the teams of people I lead, who may feel they cannot afford these charges. Much valuable voluntary work which contributes to our community could be affected.

I object to the introduction of parking charges on Sunday morning before 1pm. This will affect all the City Centre Churches in Southampton who had previously and historically negotiated with the Council this period of free of parking on Sundays specifically for people to attend services without having to pay in order to hear the word of God. As a deputy Church Warden at St Michael's the Archangel Church in Bugle Street, I have to come early (by car) on Sunday mornings together with other volunteers to attend to various duties before the service. We have to park in the street as the Church has no private parking and neither have other City Centre Churches.

The Church plays a vital part in the life of the community and beyond, welcoming visitors from cruise ships, holding Civic Services, supporting charities, etc. Please do not introduce charges on Sunday mornings as this will reduce the number of people attending services and threaten the very existence of these places of worship.

I also object to the removal of the 10 minute free period from the pay and display parking places as this is such a useful period of grace for anyone needing to do something quickly! It's real little gem for the people. Please don't take all the nice things away!

As a member of above bar church I feel this will have a massive impact on people attending church, it's a massive monthly cost to incorporate and feel longterm it will impact congregation size and ultimately diminish the work the church does in the city Please could you confirm if on street parking parking in Rockstone Place SO15 2EP will continue to be free after 6pm on Monday to Saturday? This road currently has special arrangements for free evening parking to support evening groups and services at St Edmund's Church. Thank you.

I am older adult ministry coordinator at Above Bar Church, we have a vibrant older adult community out of Above Bar Church and run over 12 activities a month, attended by over 100 older adults throughout the week, including a Tuesday meeting that is attended by over 60 older adults that do not fit into the blue badge criteria. Many of them do catch the bus however as their mobility declines many also drive and share lifts especially during winter months and adverse weather conditions where they are at increased risk of falls. By increasing the prices you are penalising older adults with mobility issues already on fixed pensions, increasing the risk of isolation that they are already experiencing and also the volunteers we depend on to help run these events.

I am writing to object to the imposition of parking charges on Sunday mornings in particular.

I am a member of New Community Church which meets at Central Hall, St Mary's Street. My husband and I live in Hedge End and have no choice but to drive into to the church meeting as the bus service takes so long (more than an hour each way). Our church site has a VERY small car park so most church members have to park on-street. This means that we could potentially have to pay between £6 and £10 each Sunday (up to £40 a month!) just to come to our preferred church! This could possibly be more as we are involved in other activities of the church eg the community cafe that feeds homeless people on Sunday afternoons or any events that may occur in the evenings. This for us would be quite simply unaffordable and we would very sadly have to consider how many times we attend church services and what ways we could be involved in church life.

There are many families in our church who, I am sure would be in a similar position. The potential consequence of this would be reduced church attendance which in turn would have a major impact on the churches ability to serve the local community both on a Sunday and indeed during the week eg less manpower to serve the Warm Spaces initiative which has been highly successful, less volunteers to support the education of children at Hope Community School to name a couple.

I would therefore be very grateful if you could reconsider the proposed charges for Sunday mornings in particular.

We consider that the proposed increases will adversely affect businesses within the city as shoppers and theatre goers are most likely to be deterred by these increases.

On a Sunday morning many people come into the city to attend church. There should be free, unrestricted access to people practicing their religion and these parking restrictions would remove this unrestricted access. Church also serve the local community through projects such as free hot meal cafes and food banks. The changes in the on street parking would make a considerable difference to churches ability to run these and provide the services that serve so many vulnerable members of our city.

Sunday morning is not a popular time to be in the city for shopping and consumerist activities. This amendment seems to be a pocket-lining measure rather than one which is in the interests of the people of Southampton.

We are writing to you as leaders of ten city-centre churches. Between us we represent 3000 people who attend weekly Sunday services in the centre of Southampton. We do understand the financial pressures that local authorities are under, and that costs of parking must inevitably rise from time to time. However, we ask you to reconsider the proposed implementation of Sunday morning parking charges, which we believe will adversely affect our church congregations, and our ability to serve the city through the many community projects and support services that we run.

The majority of our church members do not live within walking distance of the city centre, and therefore drive to church. Most of our churches have little, if any, on-site parking. The proposed Sunday morning parking charges would cost the average individual, couple or family unit £316 a year in the Inner Zone, or £208 a year in the Outer (Short Stay) Zone. Currently they park for free. Whilst we encourage the use of public transport as an alternative, this would incur similar costs and is not always practical, especially for the elderly and disabled who rely on lifts to get them to church.

We are concerned that these additional costs to attend church would cause some of our members to come less often, or to stop coming entirely. Our Sunday worship services are the very heart of our church communities, and our community projects would not exist without these services. It is our members, who gather on Sundays, that sustain our community projects through their charitable giving (many 'tithe' 10% of their income) and

by volunteering their time at other times of the week. Many of our congregations have yet to fully recover post-COVID and even small reductions in Sunday attendance and giving can have a significant impact on our ability to sustain our projects. By supporting vulnerable communities, many of these projects take pressure off council-run frontline services. Reduced congregational giving and fewer available volunteers, caused by a decline in Sunday attendance, could make some of these projects unviable. This would have a detrimental impact on some of the city's poorest residents, and add additional pressure to council services.

Below are some of the community projects we run:

English language classes, youth/children's/family/womens/older people/internationals groups, CAP Debt Counselling Centres, addiction support, support services for asylum seekers & refugees, Iranian Community, several food banks, multiple Warm Spaces, several homeless cafes, Homework Zone/Youth Club, iExplore (Friends International), B-Fit (Bollywood/bhangra dance sessions), Winter Homeless Shelter, The Hazel Project (mentoring with the homeless), Christmas Café (homeless café), Bake Club community group, Hope Community School chaplaincy and volunteer support team, Baby Bank (clothing bank), Children's holiday club, Home Care Agency, Marketplace Social Supermarket, Meeting Place Café, Exercise classes for elderly, Path mentoring programme for unemployed, Love Christmas initiative, Caring for ex-offenders, Mental Health Cafe.

We understand the considerable strain on council budgets in the current climate, and wish to support the council in serving the communities of our city, but believe these proposals risk considerably hampering our ability to serve those very communities. Therefore we ask that you scrap the proposal to introduce Sunday morning parking charges (and Christmas Day charges), and keep parking free until 1pm on Sundays.

[REDACTED] Lifechurch
[REDACTED] Above Bar Church
[REDACTED] Central Baptist Church
[REDACTED] St Micheals the Archangel
[REDACTED] Greek Orthodox Church of St Nicholas
[REDACTED] Saint Mary's Southampton
[REDACTED] Riverside Family Church
[REDACTED] Lighthouse International Church
[REDACTED] New Community Church
[REDACTED] Saint Edmunds Roman Catholic Church

I object to the new charging period of 8am-8pm in the City Centre. I feel it will effect night time economy due to not having easy accessible parking to go out for an evening. I object to the new charging period of 8am-8pm in the City Centre. This is due to a number of reasons, it will have an impact on high street businesses and local shops due to restricting the parking provision of people in our city centre. It will also make it harder to find a parking space. Difficulties will be added to our evening and night time economy in which delivery drivers can use the parking free of charge when supporting the local economy. The charging period will be difficult to enforce and is not cost efficient. The parking charging ending at 6pm is useful as it allows the council to earn revenue and then encourages people into our city centre after 6pm, when shops are still open to allow them to have an evening meal or go shopping supporting local jobs. It will NOT support a switch to other modes of transport, I already ride a bicycle and still object to the charges as the damage is worse than the benefits. It will cause people to drive around further and increase emissions due to looking for free parking spaces. Already limited, the free parking after 6pm currently will not be abused and by moving the charge to 8pm you will just isolate those, especially those with accessibility needs who don't have a

blue badge. Please think about supporting people and the community and do not introduce the charging after 6pm (to 8pm) as it will harm many stakeholders and businesses while delivering very little benefit.

Many Church members will be affected by this proposal. This is extremely unfair on families, particularly poorer ones, and elderly people who depend on their cars for transport. People attending Churches should be exempt from this charge and have the freedom to worship in Church on a Sunday without fear of being forced to pay.

I would like to object to the proposals to stop the flat rate evening charges eg 2.00 between 6 - 8 pm and no charge after 8 pm.

This has encouraged me to consider coming into the city centre after work to visit West Quay, the cinema, Mayflower theatre and restaurants, for example, and to car share. Paying a nominal fixed charge allows customers of all venues to plan an open-ended visit to the city centre without considerable extra expense, and without the need to top up the parking meter if they overstay their original visit plans. Admittedly the pre- and post- 8pm charges could be merged.

In addition, I belong to a music group of over 100 members who meet at the 1865 venue every fortnight. I currently pay 1.50 to park between around 6.45 pm and 9.15 pm on or near Oxford St. Under your proposals, it looks as if I would need to pay for 3 hours parking at a cost of 3.30 - 3.70 ie over 100% increase. Membership of our ukelele group is free to all, we perform for charity, and the only optional cost is to purchase a drink at the venue to cover the costs of the bar staff. In doing so, no one is prevented from participating and we support a local music venue on a night they might otherwise have no income. There is no bus service from where I live that would allow me to reach the venue without walking some distance alone at night. There may be other voluntary organisations whose members will find these changes disadvantageous if their activities take place in the evening.

I feel that the proposed car parking charges would affect those people who would like to attend church and have limited mobility in an adverse way. They may have to rely on lifts from those who have cars. Those who do have cars will have to pay a large sum, not just a £1 or £2 fee to park for 2 hours or over to attend church. If we do have to pay for parking on Sunday morning a lower fee would be reasonable, not a large amount.

Ref: (City Centre) (Amendment 2) Order 2023

(Off-Street Parking Places) (Amendment 1) Order 2023

Dear Sirs,

Acknowledgment:

For many years there have been no parking charges on a Sunday morning which has helped those attending

church services in areas where parking is managed, and we are grateful for that concession.

As a regular church attender to a city centre church I would ideally like to object to the introduction of parking charges on a Sunday morning, I acknowledge the need to manage limited parking spaces through parking charges, especially when you factor in the expense of Sunday trading.

Objection:

It is possible that introducing charges on a Sunday morning may push church attendance down even further at a time when it is needed the most, especially in those of lower incomes, making church attendance a middle income privilege. I believe that church attendance is very important for mental and social health and should not be discouraged whatever faith a person holds. To create a barrier based on affording parking charges could be seen as socially irresponsible, discriminatory against those whose with impaired mobility and possibly financially discriminatory, therefore I would like to register my objection to introducing parking

charges on a Sunday morning.

Support:

To introduce a single continuous charging period that encompasses both day and evening charges will make things much simpler for your customers I wish to register my support for this single

continuous charging period.

Compromise suggestion 1:

With regard to tariffs on and off street I would like to suggest a rate for 3 hours of parking be introduced across all on and off street parking to facilitate church attendance. Our church for example opens at 0930, service begins at 1000 and concludes between 1130 and midday. A three hour charging band would provide for unhurried attendance and social interaction, prayer and would be a positive mental health benefit to attendees. Currently, and in your proposed tariffs there are a number of parking places jumping from 2 hour to 4 hour tariff bands with a significant price increase. This would be a fair compromise to allow for church attendance.

Compromise suggestion 2:

I wonder if I could suggest a compromise for those who arrive at church early to set up the building and stay after the congregation has dispersed to clean and secure the building. This would include faith leaders, musicians, building managers and possibly hospitality volunteers and those who actively serve the community on behalf of the church.

(Example) In the quays car park those with gym membership have a 3 hour parking permit. Would you consider introducing a 3 hour parking permit for such church individuals?

This could be managed by the churches just as the quays is managed by active nation membership. The council and churches could work in partnership to ensure fair issue and management of such passes to be used in off street parking only on a Sunday morning or other times when the church is actively supporting the local community (community café at Central Hall on Sunday evenings perhaps or Warm Space on Wednesdays, serving the needs of the community in a vulnerable city centre location, SO14) I am sure you could negotiate free or minimal (administration)

fee for such permit. This could also be extended to our Muslim and Jewish brothers whose holy days are not Sunday and would certainly be seen as a positive interfaith benefit particularly for the councillors whose portfolio encompasses transport and faith.

Additional consideration:

Introducing parking charges on Sundays and increasing charges for evenings could lead to reduced visitors in the city, may I suggest you work with bus companies to provide more regular public transport services in these periods which currently run reduced 'Sunday' services. This would offer people a more environmentally friendly solution.

I feel strongly that the Council should retain free parking until 1pm on Sundays.

I object to this proposal as a frequent visitor of a friend that requires support with her mental health who resides on Rockstone Place these parking restrictions just make accessibility so much harder and giving the rise in living costs its abhorrent that the Council is stinging individuals with increased parking costs. I would understand if this was restricted to applying to commercial vehicles only etc.

I am a resident of Rockstone Place, which forms the entirety of Zone 18. We strongly object to any further parking restrictions in Z18, and petition again for residents to be permitted to apply for a limited number of visitor permits (for example 10 per annum, for Z18 or even in adjacent zone 5 or zone 1).

Rockstone Place is principally a residential street, though is also used sporadically by visitors to the nearby court buildings, "The Workstation" at no.15, and patrons of St Edmund's church (two or three evenings a week, and Sunday Mornings).

Current limits on P&D parking (8am--6pm, max 4hrs) are already a serious hindrance to friends or family visiting for a few days, resulting in unnecessary movement of vehicles from one road to the next hopping between various restrictions, or "dumping" them on other residential streets further away... all of which is both inconvenient and detrimental to the environment.

In the evenings and at weekends the road is typically at least half empty, and it is a rare occasion (apart from during mass) when there are no spaces available at any time of day/night/week.

We struggle to see any benefit to the residents and users of Rockstone Place from the proposed changes. From the "statement of reasons" the proposed restrictions will not affect points 1 or 2, and arguably worsens point 3 (air quality). Point 4 -- no objection to tariff increases in line with inflation. Point 5 maybe... however our road is rarely used apart from residents and church-goers. Point 6 is totally irrelevant in Rockstone Place -- there is no problem with demand outside of the existing charging hours. Point 7 is also somewhat tenuous.

In conclusion :- despite several requests we have never received justification as to why Rockstone Place is singled out for "different" treatment, and we object to the extension of restrictions beyond the existing hours.

My husband and I attend a city centre Christian Church (meeting at Central Hall , St Mary's Street) and greatly value the current free parking available on a Sunday morning and cheaper rates in the evening.

Most people will be there for over 2 hours for a meeting and some who assist with stewarding or other duties might be there for considerably longer.

Others are also present on Sunday afternoons or during the week to run the community cafe or other initiatives to serve the community.

This could mean quite a large financial outlay for some people so we would be grateful if consideration could be given to this.

These new proposed parking restrictions are not in the best interests of the community. In a cost of living crisis, extending and increasing park costs are not in the best interests of residents or visitors to the area.

These restrictions mean that people attending mass at st edmunds Church will no longer be able to attend Sunday morning without a cost attached to worship. Secondly, as one of the only areas without visitors permits, increasing the cost and extending the hours of zone 18 makes it much more difficult for residents to get support from others. This will have a negative impact on the housing market as well as Trade within the newly refurbished Bedford place area.

Ultimately, increasing costs and extending hours is benefiting no one in this community. It is a blatant excuse to tax families and individuals and dressing this up as anything else is an insult to your constituents.

I disagree with the proposals, particularly on Sun and evenings. Though is good to expect people to use alternative ways to cars, some public transport is not good on Sun and evenings. Those who go to church, many families included, need to bring the car. I don't think they should have to pay to park. I want the it to remain as it is now. Please!

PUBLIC NOTICE

Appendix 6

THE CITY OF SOUTHAMPTON (CITY CENTRE) (AMENDMENT 2) ORDER 2023

NOTICE IS HEREBY GIVEN THAT SOUTHAMPTON CITY COUNCIL proposes to make the above Order, the effects of which would be:

1. To introduce an amended charging structure for on-street pay & display parking places within the city centre. The current separate daytime and evening charging periods would be replaced with a single continuous charging period and the charging hours changed to 8am – 8pm on all days.
2. To introduce increased parking charges for on-street pay & display parking places within the city centre and to update the tariffs to reflect the amended charging structure detailed in 1. above. Full details of the amended charges are available on the Council's website or for inspection at the Civic Centre (see below).
3. To remove the 10-minute free period from the pay & display parking places in Bedford Place, East Street, London Road Queensway and St. Mary Street.
4. To limit the use of the pay & display parking places in St Marys Road bays to motor cars only, amend the charging hours to 8am – 8pm on all days, and introduce increased parking changes. Full details of the amended charges are available on the Council's webpage or at the Civic Centre (see below).

Copies of the draft Order, relevant map, statement of reasons for proposing and the updated charges document can be viewed on the Councils website: transport.southampton.gov.uk/TRO or may be inspected Monday - Thursday, 9am - 4pm at the Southampton, Fareham and Havant Legal Partnership in the Civic Centre, Southampton SO14 7LY. Further information may also be obtained from the Highways division on 023 8079 8065.

Any person wishing to object or make any other representation relating to this Order must do so in writing via the Councils website: transport.southampton.gov.uk/TRO or by post to the Highways Legal Team at Southampton City Council, Civic Centre, Southampton, SO14 7LY quoting the Order title and, where objecting, stating the grounds for the objection, within 21 days of the date of this Notice (i.e. by 22nd September 2023).

Please note that all representations submitted, including the name and address of the person submitting it, may be made available for public inspection.

Dated: 1st September 2023

Richard Ivory, Solicitor
Director of Legal, Governance & HR
Southampton, Fareham and Havant Legal Partnership



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PUBLIC NOTICE

THE CITY OF SOUTHAMPTON (OFF-STREET PARKING PLACES) (AMENDMENT 1) ORDER 2023

NOTICE IS HEREBY GIVEN THAT SOUTHAMPTON CITY COUNCIL proposes to make the above Order, the effects of which would be:

1. To introduce an amended charging structure for the city centre off-street car parks. The current separate daytime and evening charging periods would be replaced with a single continuous charging period and the charging hours changed to 8am – midnight on all days.
2. To introduce increased parking charges for the city centre off-street car parks and to update the tariffs to reflect the amended charging structure detailed in 1. above. Full details of the amended charges are available on the Council's webpage or for inspection at the Civic Centre (see below).
3. To remove the 10-minute free period from the Amoy Street, Bevois Valley, Commercial Road, Wilton Avenue and Wyndham Place car parks.

Copies of the draft Order, relevant map, statement of reasons for proposing and the updated charges document can be viewed on the Council's website: transport.southampton.gov.uk/TRO or may be inspected Monday - Thursday, 9am - 4pm at the Southampton, Fareham and Havant Legal Partnership in the Civic Centre, Southampton SO14 7LY. Further information may also be obtained from the Highways division on 023 8079 8065.

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Please note that all representations submitted, including the name and address of the person submitting it, may be made available for public inspection.

Dated: 1st September 2023

Richard Ivory, Solicitor
Director of Legal, Governance & HR
Southampton, Fareham and Havant Legal Partnership



SOUTHAMPTON
CITY COUNCIL

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BRIEFING PAPER

SUBJECT: ST MARY’S LEISURE CENTRE PROCUREMENT OUTCOME

DATE: 12 OCTOBER 2023

RECIPIENT: OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE

THIS IS NOT A DECISION PAPER

SUMMARY:

At a meeting on 17 October 2023 Cabinet will consider a confidential report of the Cabinet Member for Communities and Leisure on the outcome of the St Mary’s Leisure Centre procurement process. The Cabinet report will be published on 9 October 2023.

BACKGROUND and BRIEFING DETAILS:

1. The Cabinet report on the St Mary’s Leisure Centre procurement outcome will be published on 9 October 2023. Approval will be sought to enter into an agreement for a long term operator of St Mary's Leisure Centre.

RESOURCE/POLICY/FINANCIAL/LEGAL/RISK MANAGEMENT IMPLICATIONS:

2. Details will be set out in the Executive decision making report published on 9 October 2023 - [Agenda for Cabinet on Tuesday, 17th October, 2023, 4.30 pm | Southampton City Council](#)

Appendices/Supporting Information:

3. Details will be set out in the Executive decision making report published on 9 October 2023 - [Agenda for Cabinet on Tuesday, 17th October, 2023, 4.30 pm | Southampton City Council](#)

Further Information Available From:	Name:	Paul Paskins – Head of Supplier Management
	Tel:	023 8083 4353
	E-mail:	paul.paskins@southampton.gov.uk

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Agenda Item 9

DECISION-MAKER:	OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE
SUBJECT:	DRAFT ADULT SOCIAL CARE CHARGING POLICY
DATE OF DECISION:	12 OCTOBER 2023
REPORT OF:	COUNCILLOR FIELKER - CABINET MEMBER FOR ADULTS, HEALTH AND HOUSING

<u>CONTACT DETAILS</u>			
Executive Director	Title	Executive Director, Wellbeing and Housing	
	Name:	Claire Edgar	Tel: 023 8083 3045
	E-mail	Claire.Edgar@southampton.gov.uk	
Author:	Title	Project Manager	
	Name:	Sandra Littler	Tel: 023 8083 2779
	E-mail	Sandra.Littler@southampton.gov.uk	

STATEMENT OF CONFIDENTIALITY

Not applicable

BRIEF SUMMARY

An update is proposed to the Adult Social Care (ASC) Charging Policy for April 2024. A new policy has been drafted with eight significant areas of change, along with an Equality and Safety Impact Assessment.

A public consultation on the changes is running from 25th September to 5th November 2023.

RECOMMENDATIONS:

(i)	That the Overview and Scrutiny Management Committee review and consider the eight proposed changes to the Adult Social Care Charging Policy, for April 2024. These changes are listed below.
Change 1	Improve the process for managing people's disability-related expenses, in order to encourage more customers to claim.
Change 2	Simplify, and explain more clearly, the way we charge for care which is cancelled.
Change 3	Explain more clearly how charges are issued when care first starts.
Change 4	Change the method for calculating the cost for non-residential care, from an average rate to the actual cost. This will result in increased charges, but only for those not eligible for funding support, using the means test.
Change 5	Introduce charges for transport. This will result in increased charges, but only for those not eligible for funding support, using the means test.
Change 6	Increase the administration charges for processing deferred payment loans.
Change 7	Change the Minimum Income Guarantee rate used for new customers aged between 60 and state pension age.

Change 8	Improvements to the general structure and accessibility of the policy document.																		
REASONS FOR REPORT RECOMMENDATIONS																			
1.	The Adult Social Care charging policy was last amended in 2019 and is due for revision. Having an effective charging policy is a key requirement for both Care Act 2014 compliance and CQC inspection readiness.																		
2.	A complete review of our charging practices has highlighted areas where the existing policy is out of date, unclear, impractical to operate or out of step with other Local Authorities.																		
3.	The policy needs to allow annual increases in charges, and explain how this is done. The proposed ASC charging policy has been designed to align with the proposed general SCC fees and charges policy.																		
4.	A moderate increase in income from charges is anticipated if the proposed policy is approved. The extent of this increase depends on the future uptake by customers of the disability-related expenses option.																		
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED																			
5.	For all 8 changes, leaving the existing policy unchanged was an option. The “Reasons for Report Recommendations” section above explains why that option was rejected.																		
6.	Change 4: Charging for non-residential care at actual cost: Alternative proposals were: <ul style="list-style-type: none"> a) Staying with average charging. Rejected because this means we subsidise care. b) Actual cost with a cap. Rejected because we would continue to subsidise the most expensive care for people not eligible for funding support, using the means test. Of the other Charging Policies reviewed, only Blackpool and Essex mention a charge cap. 																		
DETAIL (Including consultation carried out)																			
7.	<u>Timeline</u>																		
	Key dates for the charging policy consultation and implementation are:																		
	<table border="1"> <tr> <td>31-Aug-23</td> <td>Cabinet Member Briefing: Executive Director approval to proceed to public consultation; Delegated Decision Notice signed</td> </tr> <tr> <td>25-Sep-23</td> <td>Consultation start date</td> </tr> <tr> <td>12-Oct-23</td> <td>Overview and Scrutiny Management Committee review</td> </tr> <tr> <td>5-Nov-23</td> <td>Consultation end date</td> </tr> <tr> <td>6-Nov-23</td> <td>Analysis of feedback starts</td> </tr> <tr> <td>30-Jan-24</td> <td>Cabinet Member Briefing</td> </tr> <tr> <td>20-Feb-24</td> <td>Cabinet Meeting (alongside budget report)</td> </tr> <tr> <td>March 24</td> <td>If approved, letter to customers explaining final changes and new charges for 2024-25*</td> </tr> <tr> <td>1-Apr-24</td> <td>If approved, new policy goes live</td> </tr> </table>	31-Aug-23	Cabinet Member Briefing: Executive Director approval to proceed to public consultation; Delegated Decision Notice signed	25-Sep-23	Consultation start date	12-Oct-23	Overview and Scrutiny Management Committee review	5-Nov-23	Consultation end date	6-Nov-23	Analysis of feedback starts	30-Jan-24	Cabinet Member Briefing	20-Feb-24	Cabinet Meeting (alongside budget report)	March 24	If approved, letter to customers explaining final changes and new charges for 2024-25*	1-Apr-24	If approved, new policy goes live
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1-Apr-24	If approved, new policy goes live																		

	*March is the usual time for revised charges to be issued for the following financial year. This is constrained by the publication of benefit rates and approval date of council tax rates.
	Details of proposed changes
8.	There are eight changes proposed. These are listed in the Recommendations section above. Seven are changes to policy and the eighth relates to improving the presentation and accessibility of the policy document. Given the complexity of the charging process, a considerable amount of background needs to be provided, to explain what each change will mean in practice. This is written in the Equality and Safety Impact Assessment (see Appendix 4), along with an analysis of the impact and ways in which this impact can be mitigated.
	Background Research and Benchmarking - Other councils' charging policies
9.	<p>Other councils' charging policies (including geographical and statistical neighbours, where the information was available) were reviewed in order to:</p> <ul style="list-style-type: none"> • Assess the most common approaches to charging • Understand where Southampton City Council sits, on the spectrum of charging options • Review and compare other councils' charging rates for specific types of care • Find examples of good presentation practice. <p>From this review, we have noted the following, in relation to each of the proposed changes:</p> <ul style="list-style-type: none"> • Handling of disability-related expenses: There are a wide variety of approaches in terms of how much information is supplied. Nearly all councils base their rates on the data provided annually by NAFAO (National Association of Financial Assessment Officers) as we do. Nothing we are proposing is significantly different, except that we propose to include more detail in our Rates Document than we see in a number of other councils' documentation. • Cancellation of care: Only a minority of councils go into detail about this. Our proposed policy simplifies the previous explanation of cancellation charges, with the aim of reducing the significant number of billing queries we receive concerning charges for cancelled care. • Charges when care first starts: A level of back-dated charging is unavoidable when non-residential care first starts. We now propose to explain this more clearly, using good examples of wording in the policies of Hampshire County Council and Bournemouth Christchurch and Poole Council (BCP). This is alongside other clarifications which are being provided to improve our current policy. • Calculating the cost of non-residential care using the actual cost instead of an average rate: Out of 19 councils we reviewed where

	<p>the charging approach was clear, we found five councils, including Hampshire County Council and Isle of Wight Council (IOW) who state or imply that they charge at the actual cost, as we are proposing to do. The other 14 councils use average rates.</p> <ul style="list-style-type: none"> • Charging for transport: Many councils charge for transport, including Hampshire and BCP. We are unusual in providing this service free of charge. Three councils (Brighton and Hove, Coventry and Plymouth) go further, and charge the customer for transport on top of their assessed contribution towards their care). • Increasing administration charges for deferred payment loans: Fees vary widely but our new fees are well within the envelope of other councils' fees. For example, Hampshire and IOW charge more than our proposed, increased fees. • Changing the Minimum Income Guarantee (MIG) rate used for people aged 60 to state pension age: Most councils explain MIG rates and many list the allowances published by government annually. We did not find any examples of councils being more generous than the published government allowances. Our proposed policy will: <ul style="list-style-type: none"> a) restore the rates used for people aged between 60 and pension age, down to the government rates, for future new customers, and b) highlight that we apply a more generous MIG rate to people in the 18-25 age group. This is a long-standing policy of being more generous towards the younger age group, which we have not previously stated. • Improvements to the general structure and accessibility of the ASC Charging Policy document: Councils' presentation of their charging policy varies widely. Some present the bare minimum, others have long and complex policies in separate pdf documents. We have worded the proposed policy using good examples of structure, diagrams and language, taken mostly from Hampshire County Council, City of York Council and BCP Council.
	<p>Consultation</p>
<p>10.</p>	<p>The six-week consultation is already underway, with a busy schedule of communications and engagement activities planned.</p> <p>Details of the feedback options and engagement opportunities can be found on the consultation web page here: www.southampton.gov.uk/ChargingPolicyASC</p> <p>The questionnaire includes a description of the proposed changes and can be completed online or by obtaining a hard copy (instructions are provided).</p> <p>Relevant documents are also available on this web site, including:</p> <ul style="list-style-type: none"> -Draft ASC Charging Policy -Rates Document (companion to the policy)

- Flowchart (companion to the policy)
- Draft Equality and Safety Impact Assessment
- Online questionnaire
- Printable version of questionnaire
- Frequently Asked Questions (to be developed as the consultation progresses).

RESOURCE IMPLICATIONS

Capital/Revenue

11. Increase in annual income from the proposed changes has been estimated as:

Change	Impact on income	Notes
1. Improved DRE process (disability-related expenses)	£300K reduction	Estimate only. Extent of reduction depends on how many new customers apply for DREs. £300K represents a 150% increase in uptake.
2. Care cancellations	Cost-neutral	
3. Charges when care starts	Cost-neutral	
4. Charging non-residential care at actual cost	£350K increase	Estimate is £250K-£450K. Any mitigations for significantly impacted customers, will reduce this.
5. Charging for transport	Negligible	Low customer numbers
6. Increased deferred payment loan fees	Negligible	Low customer numbers
7. Adapt minimum income guarantee rate for people aged 60 to pension age	£150K increase	Estimate is £100K £200K. Depends on number of new customers in the affected age range
8. Improve readability and clarity of documentation	Cost neutral	
Net total estimated savings	£200K	Saving is at risk due to uncertain impact of disability-related expenses (change 1)

	<p>If the new policy is adopted, savings will apply from the 2024-25 financial year.</p> <p>It is proposed that the Council budget for a £200K saving but add in a payment to reserves to take account of the risk of DRE claims increasing by more than estimated. Uptake and cost of DREs will be closely monitored.</p>
<u>Property/Other</u>	
12.	Not applicable
LEGAL IMPLICATIONS	
<u>Statutory power to undertake proposals in the report:</u>	
13.	Care Act 2014: The Council has the power to charge individuals for social care provision pursuant to S14 of the Care Act 2014 and in compliance with the Care Act statutory guidance, particularly part 8 and in accordance with The Care and Support (Charging and Assessment of Resources) Regulations 2014.
<u>Other Legal Implications:</u>	
14.	<p>The public sector equality duty imposed by s149 of the Equality Act 2010 is a duty imposed on public authorities to consider how their policies or decisions affect people who are protected under the Equality Act. In taking any decision to adopt the policy, public authorities, when exercising their functions are obliged to have 'due regard' to the need to:</p> <ul style="list-style-type: none"> • Eliminate discrimination, harassment and victimisation and other conduct which the Acts prohibits; • Advance equality of opportunity; and • Foster good relations between people who share relevant protected characteristics and those who do not. <p>The relevant protected characteristics under the Equality Act are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.</p>
RISK MANAGEMENT IMPLICATIONS	
15.	<p>Risk of adverse publicity during consultation and implementation.</p> <p>To be mitigated by explaining the changes as clearly as possible, and highlighting the positive impacts, as well as maximising the opportunities for feedback via multiple channels including face-to-face engagement sessions.</p>
16.	<p>Risk of lack of engagement during consultation, due to complexity of subject.</p> <p>To be mitigated by attempting a more "plain English" policy and production of an Easy Read version of the policy changes.</p>
17.	<p>Risk that Financial Assessment and Benefits team (FAB) are overwhelmed by requests from customers for their financial assessment to be updated.</p> <p>To be mitigated by use of the online financial assessment (already live) which automates part of the process, and by reminding customers that we can only re-assess if fresh information is available.</p>

18.	Risk that customers ask to reduce their care packages (to reduce the cost). We cannot agree to this if it means that the customer's needs are not met. May be mitigated by opportunities for customers to reduce their contributions by claiming disability-related expenses. If not applicable, other solutions need to be considered including alternative providers, direct payments, or waiving some of the charges in extreme cases.
19.	Risk that the assets of customers who pay the full cost of their care, deplete faster, to the point where SCC funding is required. However, the risk of needing to fund care in future is offset by increased income in the short term.
20.	Specific to Change 4 (charging non-residential care at the actual cost): Risk of complaints, if charge increases are back-dated due to provider rate increases being back-dated. To be mitigated by new homecare platform (which manages rate increases more systematically) and by reducing the volume of back-dated provider rate increases for other types of non-residential care.
POLICY FRAMEWORK IMPLICATIONS	
21.	Other policies and strategies which the charging policy supports, are: Southampton City Health and Care Strategy 2020-2025 Southampton Adult Carers Strategy 2021/26 Southampton City Council Corporate Plan 2022/30

KEY DECISION?	No
WARDS/COMMUNITIES AFFECTED:	All
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	Draft ASC Charging Policy
2.	Draft Rates Document (companion to the policy)
3.	Draft Flowchart (companion to the policy)
4.	Draft Equality and Safety Impact Assessment

Documents In Members' Rooms

1.	No
Equality Impact Assessment	
Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out?	Yes
Data Protection Impact Assessment	
Do the implications/subject of the report require a Data Protection Impact Assessment (DPIA) to be carried out?	No
Other Background Documents	
Other Background documents available for inspection at:	

Public consultation web site - Adult Social Care Charging Policy public consultation (southampton.gov.uk)	
Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
1.	Consultation questionnaire
2.	FAQs (to be developed as consultation progresses)



Southampton City Council Adult Social Care Charging Policy (Draft for Consultation)

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Version Control

Version:

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1. Introduction

1.1 What is a charging policy?

Adult social care provides people with personal and practical support to help them live their lives and maintain their independence. The Adult Social Care and Support Planning Policy (a separate policy to this one) describes how we do this.

Unlike health care, adult social care is not a free service. The Care Act 2014 gives councils the power to charge for some types of care. To ensure that the charging is fair, the Care Act 2014 states clear principles and sets strict limits on the charging process.

This policy explains how Southampton City Council (“the council”) calculates and applies charges, in line with the Care Act requirements.

Explanations of some frequently used terms are listed in the Glossary in Appendix A.

This policy should be read alongside the council’s Adult Social Care and Support Planning Policy, which explains how unmet, eligible social care needs are assessed and met. Wherever possible, this is done by drawing on the strengths and assets of a person and their community, to support people to meet their goals and desired outcomes.

1.2 Legal context

This policy is based on appropriate legislation and Government guidance, including:

- The Care Act 2014, associated regulations and statutory guidance
- The Mental Capacity Act 2005
- The mental Capacity (Amendment) Act 2019
- Mental Health Act 1983, section 117 – the duty on health and social care services to provide free aftercare to patients previously detained under certain sections of the Act
- Equality Act 2010
- Human Rights Act 1998

1.3 Scope

This policy explains how we charge for packages of care and support arranged by Southampton City Council.

The charges depend on both the type of care, and the financial circumstances of the person receiving the care.

This section explains which types of care may be charged for, and which are never charged for.

Care which is not chargeable

The following types of care must be arranged free of charge, as set out in the Care Act 2014:

- Intermediate care, including reablement, which must be provided free of charge for up to 6 weeks. However, local authorities must have regard to the guidance

on preventative support set out in Chapter 2 of the guidance. This sets out that neither should have a strict time limit but should reflect the needs of the person. Local authorities therefore may wish to apply their discretion to offer this free of charge for longer than 6 weeks where there are clear preventative benefits, such as when a person has recently become visually impaired

- Community equipment (aids and other minor adaptations). Aids must be provided free of charge whether provided to meet or prevent/delay needs. Minor adaptations are those costing £1,000 or less.
- Care and support provided to people with Creutzfeldt-Jacob Disease
- After-care services/support provided under section 117 of the Mental Health Act 1983.
- Any service, or part of a service, which the NHS is under a duty to provide. This includes Continuing Healthcare and the NHS contribution to Registered Nursing Care.
- More broadly, any services which a local authority is under a duty to provide through other legislation
- Assessment of needs, financial assessment and working out a care and support plan cannot be charged for, since these processes do not constitute 'meeting needs.'

The council will not charge for services provided directly to carers to support them. However, this does not include all forms of respite or replacement care that involve care to the cared-for person. These will be treated as services for the cared-for person rather than for the carer, and will therefore be subject to financial assessment and charging.

[Care which is always chargeable](#)

The following services are offered as a commercial service and are always charged for:

- Telecare (see [Careline pricing structure](#))

However, if the person also receives means-tested chargeable care (see below), the cost of Telecare may be taken into account during the financial assessment as a disability-related expense.

[Care which is chargeable, subject to a means-test](#)

All other types of care, whether arranged by the council to meet eligible, unmet needs or other needs, are charged for. However, people are only charged what they can afford. The rest of this policy explains how we calculate the charges for these types of care, which fall into two groups:

- Packages of care and support which are partially or wholly funded by the council.
- Packages of care and support for self-funders (people who are expected to pay the full cost of their care) which are arranged by the council at their request.

1.4 Principles

In line with the Care Act Statutory Guidance, the overarching principle of this policy is that **people should only be required to pay what they can afford.**

We work out what each person can afford by considering their financial assets, and by carrying out a financial assessment (a means test), in line with Care Act Statutory Guidance and Regulations. This is explained in more detail later in this document.

The key principles that this policy supports are:

- not charging people more than it is reasonably practicable for them to pay, in accordance with the Care Act 2014
- being comprehensive, to reduce variation in the way people are assessed and charged
- being clear and transparent, so people know what they will be charged
- promoting wellbeing, social inclusion, and supporting the vision of personalisation, independence, choice and control
- supporting carers to look after their own health and wellbeing, and to care effectively and safely
- being person-focused, to reflect the variety of care and caring journeys and the variety of options available to meet people's needs
- applying the charging rules equally, so that people with similar needs or services are treated the same, and minimising anomalies between different care settings
- encouraging and enabling those who wish to stay in or take up employment, education or training, or plan for the future costs of meeting their needs, to do so
- being sustainable for the council in the long-term

In line with the Care Act 2014, and the principles set out in the Mental Capacity Act 2005, the council will assume that people have mental capacity and can make decisions for themselves unless it is established otherwise. If established otherwise, appropriate support will be identified.

1.5 Useful links

[Guidance to legislation](#)

- The [Care and Support Statutory Guidance](#) outlines how local authorities should meet the legal obligations placed on them by the Care Act 2014 and its accompanying regulations.
- The [Care Act Factsheet 5: Charging and Financial Assessments](#) describes how local authorities assess what people can afford to pay for their care and support under the Care Act.

[Financial advice](#)

People are recommended to seek financial advice independently. The following links may be useful:

- [Money and legal advice for seniors | Age UK](#)
- [Independent Age](#)
- [Money Helper](#)
- [Society of Later Life Advisers – SOLLA](#)
- [Financing Later Life Care – Which?](#)
- [Getting financial advice – Citizens Advice](#)

[Rates](#)

All the rates used in the financial assessment and charging process are listed in the companion Rates Document:

[Rates Document](#)

This policy explains how and when these rates are updated.

[Process](#)

This flowchart and notes explain the high-level process which a person follows, as the council assesses their care needs, their financial position, and their resulting options for paying for their care.

[Flowchart](#)

1.6 Useful contacts

[FAB Team](#)

Queries about the financial assessment process or the assessed contribution should be directed to the FAB Team (Financial Assessment and Benefits) on:

Email: fab.officers@southampton.gov.uk

Phone: 023 8083 3003 then select option 3 – client contribution.

Post:
FAB Team
Wellbeing (Health and Adults)
Southampton City Council
Civic Centre
Southampton
SO14 7LY

[Customer Payments and Debt Team](#)

Queries about an invoice or the payment process should be directed to our Customer Payment & Debt team on:

Phone: 023 8083 3388 Option 6

Email: cpd.queries@southampton.gov.uk

Please quote the Customer ID at the top of your invoice.

Our switchboard hours can be found on the council web site here: [Contact us \(southampton.gov.uk\)](#) – see “Other Services and General Enquiries”.

1.7 Charging Process Overview

Please see the flowchart and notes called “Adults Social Care: The Financial Journey.”

The rest of this policy is laid out in the same order as the flowchart. For information about:

- Personal Budgets - see section 2.1
- Top-up payments – see section 2.2
- Financial Assessments – see section 3
- Arranging care via a direct payment – see section 4
- Paying for care arranged by the council – see section 5
- Waivers – see section 6
- Fees for full-cost customers (self-funders) – see section 7
- Deferred payment loans – see section 8

2. Personal Budgets

2.1 Personal Budgets

Everyone whose needs are met by the council will receive a Personal Budget. A Personal Budget is the weekly amount of money allocated to a person to provide the support they require. For more information about Personal Budgets, please see the Southampton City Council Adult Social Care and Support Planning Policy.

For people who need a package of care which is a mixture of healthcare (provided by the NHS) and social care (provided by the council), the personal budget will relate only to the social care element.

The Personal Budget is calculated using the typical cost of the care packages required.

Once the financial assessment is complete, a person will know their maximum assessed contribution – the maximum amount per week they are expected to pay towards the cost of their care.

- If their contribution is zero, the council funds the whole of the personal budget.

- If their contribution is less than the personal budget, they will be charged the contribution and the council will fund the balance.

For example:

- Personal Budget = £100 per week
 - Maximum assessed contribution = £40 per week
 - Person is charged £40 per week
 - The council funds the other £60 per week
- If their contribution is above the personal budget, they will have to pay the personal budget.

For example:

- Personal Budget = £100 per week
 - Maximum assessed contribution = £150 per week
 - Person is charged £100 per week
- If they are classed as “full cost,” they would be charged the full cost of the care. However, most people in this situation choose to arrange their own care.

Individuals may choose to purchase additional care at their own expense. See the next section on top-ups.

If a person or their representative want to make changes to council-arranged care, they need to contact Adult Social Care to request a review of the person’s eligible needs, support plan and personal budget. The council cannot guarantee to pay for increased care costs caused by changes arranged between a person (or their representative) and the care provider.

2.2 Top-ups

If a person chooses to receive care that is more expensive than the council has assessed they need to meet their eligible needs, a third party and, in very limited circumstances, the individual can ‘top-up’ the costs to purchase the care of their choice.

The amount of the ‘top-up’ is the difference between the actual costs of the preferred provider and the amount that the council have set in the person’s Personal Budget or Section 117 After-Care plan.

For example:

- The council assesses that Mr Grey needs to move into a care home
- The reasonable cost for meeting his unmet, eligible needs is £1,000 per week. Several care homes are available at this rate.
- However, Mr Grey’s family want him to live in a different care home, which costs £1,400 per week.
- So, a top-up payment of £400 per week may need to be paid by Mr Grey’s family, if they choose to use the more expensive provider.

If a person is receiving funding from the council and they are in a care home, they cannot ‘top-up’ their own care funding unless they have a 12-week property disregard or receive funding via Section 117 of the Mental Health Act 1983. They would instead

require top-up from a third party, for example their family or charity. This restriction is dictated by the Care Act 2014.

The council will ensure that Personal Budgets are sufficient to meet the person's eligible care needs, and that a choice of provision is available within that budget, wherever possible. Any 'top ups' will be the individual's choice, and can only be made once they are aware of their right to have all their eligible care needs met without the requirement for a 'top up.'

The person paying the 'top up' will be expected to sign an agreement, which sets out the conditions of making a 'top up'.

In the event the 'top up' ceases, the council is under no obligation to increase its contribution to cover the difference in cost. This may result, for example, in the person having to move to other accommodation and being given alternative options to choose from, unless, after an assessment of need, it is shown that their assessed eligible needs can only be met in the current accommodation.

3. Financial Assessment

The financial assessment is a means-test which works out a person's "maximum assessed charge" or "contribution." This is the maximum amount which they can afford to pay per week towards the cost of their care, at that point in time.

This could be nothing, or the full cost of the care, or an amount in between the two, depending on the person's financial circumstances.

See section 5 for more information about how the contribution affects the calculation of weekly charges.

People can choose not to have a financial assessment, but will then be expected to pay the full cost of their care.

The council recommends that people seek financial advice independently. See section 1.5 for some examples of organisations who may be able to provide help and advice.

3.1 Mental Capacity

At the time of the assessment of care and support needs, if there is evidence that the person lacks capacity to make decisions regarding their finances, the council must find out if anyone can act as their legal representative, based on any of the following:

- Enduring power of attorney (EPA).
- Lasting power of attorney (LPA) for property and affairs.
- Lasting power of attorney (LPA) for health and welfare.
- Deputyship under the Court of Protection
- If none of these apply, any other person legally dealing with that person's financial affairs (for example, a Trustee, or someone who has been given appointeeship by the Department for Work and Pensions (DWP) for the purpose of benefits payments)

Once the legal representative has been confirmed, they can give consent to the financial assessment and provide the required data.

People who lack mental capacity to give consent to, and take part in, a financial assessment, and who do not have a legal representative, may require the appointment of a property and affairs deputy. Family members can apply for this to the Court of Protection, or the council can arrange for an application to be made, if there is no suitable person who is willing to apply. This will incur administration fees (see the [Rates Document](#)).

Once the court appoints a deputy, that person will be able to make decisions authorised by the court and provide the council with financial information so that a full financial assessment can be carried out.

If the person lacks the mental capacity to take part in the assessment and there is no one else who is legally able to do so, such as a deputy or attorney, as a last resort the council has the discretion to pay in the interim for the costs of care until the court of protection has appointed a suitable deputy. Once a deputy has been appointed a full financial assessment will be carried out and if the person has savings and assets over the upper capital limit (see the [Rates Document](#)) the council will seek re-imburement of the charges from the person's assets via the deputy.

3.2 Who is financially assessed?

The person who needs care and support, will be assessed on their own finances to calculate how much they should contribute towards the cost of their care.

Where the person receives income as one of a couple, it is normal to assume that half the income goes to the cared-for person.

Exact details of the treatment of joint income and jointly-owned assets can be found in the Care Act 2014 guidance – see Annex B (Treatment of Assets) and Annex C (Treatment of Income) which are summarised in Appendix B of this policy.

The council will take the partner's circumstances into account and ensure they are left with sufficient income.

The person (or their representative) will be required to provide all the information needed to complete the financial assessment, and to inform the council of any changes in their financial circumstances.

Following a request for financial details, the council will send regular reminders and offer help and advice.

If a person refuses to disclose their financial details, or fails to provide their details within eight weeks of the request, they may be required to pay the full cost of the care. Consideration will be given to people who have a reasonable need for extra time and contact the FAB team to explain the delay.

3.3 Full financial assessments

A full financial assessment involves the assessor gathering comprehensive information about every element of the person's assets, income and expenses, before calculating the amount they can reasonably afford to pay towards the cost of their care.

[Online financial assessment](#)

People being financially assessed, or their legal representatives, are encouraged to supply their data and evidence documentation using the secure online financial assessment form. Assistance will be available for people needing help with the online form. Alternative methods for supplying data and documentary evidence are provided, for anyone unable to use the online form.

3.4 Light touch financial assessments

The Care Act 2014 gives councils the option to offer people a quick and simple “light-touch” financial assessment. This means, treating the person as if they have had a financial assessment, without going through the full financial assessment process.

When carrying out a light-touch financial assessment, the council must be satisfied that the person is both willing and able (can afford) to pay any charges due, now and in the future. If the council cannot be sure of this, then a full financial assessment may be required.

The most common occasions where a light-touch financial assessment is suitable, are:

1. Where the person can provide assurance that they have assets above the capital limit, but would still like the council to arrange their care.
2. Where the person’s charges would be nominal or very low, and the person can demonstrate that they have sufficient income to meet these charges. In these situations, a full financial assessment would be disproportionate.
3. Where it is clear from the type of benefits which the person receives, that they will not be able to afford to pay towards the cost of their care. The council can access DWP records to establish a person’s benefit data, but only after receiving their written consent to do this.

3.5 Assets

Examples of assets are property, land, savings, shares, trust funds etc.

The Care Act 2014 defines what counts as an asset for the purposes of a financial assessment. This will depend on the type of care involved – care at home, a temporary stay in a care home or a permanent stay in a care home.

For full details see the [Care and Support Statutory Guidance](#), Annex B (Treatment of Capital).

This government guidance is summarised in Appendix B of this document.

Some types of personal injury claims or compensation awards may be taken into account in the financial assessment. This will be dependent on the nature of the award.

The council will consider whether to recover the cost of care from a trust fund, where reasonable to do so, having regard for the terms of the trust.

[Deprivation of assets](#)

If someone has intentionally deprived or decreased their overall assets in order to reduce the amount they are charged towards their care, the council has the right, under the Care Act 2014, to calculate their contribution as if the person still owned the asset.

Property

When carrying out a financial assessment for a person's non-residential care, the value of a property owned and occupied by the person as their main residence will not be taken into account. However, the value of any other properties, land or assets owned in this country or abroad will be included.

When carrying out a financial assessment for a person's long term residential care, the value of a property owned and occupied by the person may be taken into account in the financial assessment. The home will not be taken into account if one of the following people also lives in the home, and will continue to live there after the person has moved into the care home:

- a husband, wife or civil partner
- a close relative over the age of 60
- a dependent child
- a relative who is disabled or incapacitated

The council may use its discretion in appropriate cases to disregard the value of a person's property from the financial assessment, if a qualifying third-party lives there. For example, this may be where it is the sole residence of someone who has given up their own home to care for the person, or someone who is an elderly companion of the person (particularly if they have given up their own home).

12-week property disregard

If the property which is owned and occupied by the person is counted as an asset, the council will ignore its value for the first 12 weeks. This starts from the date when the person enters permanent residential care. This is referred to as a "12-week property disregard" and is a requirement of the Care Act 2014. The aim of this period is to give the person time to decide what to do with their former home. During this period, the person will be expected to contribute towards their care from their income and other assets.

The disregard will end if the property is sold within 12-weeks of the person moving into permanent residential care, and the resulting funds will be included in the person's assessment as assets. This will usually mean that the person has assets over the upper capital limit (see the [Rates Document](#)) and therefore will be charged the full cost of their care.

If the property is not sold, then at the end of the 12-week period, the property disregard will end, and the property will start to count towards the person's assets. This will usually mean that the person has assets over the upper capital limit (see the [Rates Document](#)) and therefore will be charged the full cost of their care.

If the person does not have sufficient income to pay for their care and does not want to sell their property, they may consider applying to the council for a deferred payment loan. See section 8 for more details about deferred payments.

3.6 Income

The Care Act 2014 defines what counts as income, and which types of income must be disregarded (ignored) during the financial assessment.

For full details see the [Care and Support Statutory Guidance](#), Annex C (Treatment of Income).

This government guidance is summarised in Appendix B of this document.

Benefits

The person receiving care has a responsibility to ensure that they claim all benefits to which they are entitled. Contact the FAB team for help and advice.

In addition, when carrying out the financial assessment, the FAB team will identify when people are not claiming benefits they may be entitled to, and provide advice and help with the application process.

Usually, income from benefits will be taken into account in the financial assessment. However, the Care Act 2014 states that the following benefits must be disregarded (ignored as income):

- (a) Direct Payments
- (b) Guaranteed Income Payments made to veterans under the Armed Forces Compensation Scheme
- (c) War Pension Scheme payments made to veterans with the exception of Constant Attendance Allowance payments
- (d) the mobility component of Disability Living Allowance
- (e) the mobility component of Personal Independence Payments

The council will also disregard disability related benefits (including Disability Living Allowance, Personal Independence Payments, Attendance Allowance and Constant Attendance Allowance), when an individual is terminally ill and has been issued with a DS 1500 form by a medical practitioner.

Tariff Income

Tariff income is calculated to reflect the income which a person earns from their assets. The amount depends on the value of the assets:

- For people with assets below the lower capital limit, the tariff income does not apply.
- For people with assets between the lower capital limit and upper capital limit, a tariff income will be applied of £1 per week, for each £250 of assets. This will be added to their other forms of income during the financial assessment. For example, if a person has £15,000 in the bank, and the lower capital limit is £14,250, they will “earn” £3 per week - £1 for each lot of £250 above the limit.
- For people with assets above the upper capital limit, those people will be expected to pay the full cost of their care, so the tariff income is not relevant.
- See the Rates Schedule for the value of the lower and upper capital limits.

3.7 Living Expenses

Minimum Income Guarantee (MIG)

The council will ensure that people receiving non-residential care services retain a Minimum Income Guarantee amount.

This is the minimum amount which an individual must be allowed to keep, to cover their living costs.

The rates depend on age and circumstances, and are set annually by the Department of Health and Social Care (DHSC).

The council applies the rates as stated by DHSC with one exception: people aged 18-24 are given the more generous basic rate for people aged 25 to state pension age.

See the [Rates Schedule](#) for the current rates.

Other Living Expenses for people receiving non-residential care

In addition to the Minimum Income Guarantee further allowance may be made for other expenses for individuals receiving non-residential care services such as:

- Rent not covered by Housing Benefit or Universal Credit (including rent payable for 'under occupancy').
- Council Tax not covered by Council Tax Reduction.
- Mortgage repayments.
- Some service charges (other than service charges which are ineligible under Schedule 1 to the Housing Benefit Regulations 2006).

Personal Expenses Allowance

Where an individual is cared for within a residential care setting, and charges are applicable, the council will ensure the individual retains the Personal Expenses Allowance in order to meet personal costs not covered by the care home. In certain circumstances the council may consider increasing the Personal Expenses Allowance to cover other exceptional living costs as set out in the Care Act 2014.

The Personal Expense Allowance rate is set annually by the Department of Health and Social Care.

See the [Rates Schedule](#) for the current rate.

3.8 Disability-Related Expenses (DREs)

Disability Related Expenses (known as DREs) are the reasonable additional costs which a person receiving non-residential care cannot help incurring, due to their disability, in order to live independently. The costs may vary from person to person.

DREs are calculated as a weekly amount, and may be:

- ongoing costs, for example, the cost of carrying out a higher-than-normal amount of laundry
- one-off costs, for example the cost of purchasing and installing a stairlift. In these cases, the cost is spread over a period of time

Who can claim DREs?

A person can claim DREs if:

- they are receiving non-residential care, and
- they pay a contribution towards the cost of their care (DREs do not apply to people already receiving care free of charge, or people paying the full cost of their care), and
- they are in receipt of either Disability Living Allowance, Personal Independence Payments or Attendance Allowance.

How do DREs work?

If DREs are submitted and approved, they can increase the living expenses which are taken into account in the financial assessment. This may reduce the weekly contribution which the person pays towards the cost of their care.

People can record their DREs and submit documentary evidence either using the online financial assessment form, or a paper form available on request to the FAB team.

What kind of expenses are included?

The aim of DREs is to allow for reasonable extra expenditure needed for independent living by the person.

In assessing what is a reasonable expense, the council is guided by:

- the annual NFAFO Guide to Disability Related Expenditure. NFAFO is the [National Association of Financial Assessment Officers](#)
- the most recent Office for National Statistics data on typical household expenditure

The council will not normally consider DREs to be reasonable if:

- The expenses can be considered to be normal living costs, which most people have to pay. These are covered by the Minimum Income Guarantee (MIG)
- The expenses can be avoided by making use of freely available community services
- Cheaper or more cost-effective equivalent services could reasonably be used. (The amount above the cost of the equivalent service will not be considered a reasonable expense).
- The expenses relate to care or services provided by the NHS or provided by the council as part of the personal budget.
- Other funds or grants exist to cover the cost of the expenses.
- The expenses relate to house or grounds maintenance for council housing.

Section 2.4 of the Rates Schedule lists the typical rates we allow for the most common types of expense, and the evidence requirements.

However, this is not an exhaustive list. DREs will be assessed on a case-by-case basis and exceptions will be considered.

Appeals

If a person is unhappy with the DREs they have been granted, they should follow the financial assessment appeals process (see section 3.11)

Keeping DREs up to date

The DRE expenses listed in the Rates Schedule will be reviewed annually and updated to ensure that all the regularly occurring types of DRE are clearly explained.

Where fixed rates or maximum rates are quoted, these will be revised annually. Rates based on NAFAO guidelines will be updated to the latest guidelines. Rates based on actual costs will be updated to reflect latest typical actual costs. Finally, any other fixed/maximum rates will be updated using published inflation rates (Consumer Price Index).

Where people have existing DREs using these fixed rates, their financial assessment will automatically be updated at the start of each financial year to apply the new rates.

Where people have DREs based on the person's invoice for the actual cost, financial assessments will not be updated unless the person submits evidence of changes in their costs.

People have a responsibility to contact the FAB team to report, and provide evidence of, any permanent changes in their DREs, just as they do for all the other elements of assets, income and expenses which affect the financial assessment. This will prompt an update to the financial assessment which may lead to a change in the individual's weekly contribution to the cost of their care.

3.9 Outcome of the financial assessment

When the financial assessment is complete, the person or their representative will be sent the results of the assessment, and how this was calculated. The result could be:

- A contribution amount (the most the person can afford to pay per week towards their care)
- Confirmation that the person needs to pay the full cost of their care, and how much this is at the current time.

Queries regarding the outcome should be addressed to the FAB team.

Please see section 3.11 for details of the appeal process.

3.10 Keeping the financial assessment up to date

It is important that we keep financial assessments up to date. This ensures that each person's contribution (maximum assessed charge) continues to be a fair assessment of what they can afford to pay towards their care.

Personal circumstances

People who are being charged based on a financial assessment are responsible for notifying the council of any changes to their personal and financial circumstances (assets, income or expenses), because these can affect their financial assessment. Examples of typical changes are:

- The accommodation of the person
- The financial circumstances of the person including increases or other changes to income (for example occupational pensions) or savings/assets
- Membership of the household

Changes to contributions may be backdated to the actual date of the change in financial circumstances.

The council reserves the right to carry out a financial review at any time, for example in the event of the Department of Works and Pensions (DWP) making a policy change or regulation changes. This may require people to provide new or additional information and evidence where necessary. Where people fail to provide information following written requests, contributions may be recalculated, which may result in the person paying the full cost of their care and support package.

Annual uplifts

Certain elements of financial assessments will be applied automatically at the start of each tax year (April to March). This includes changes to:

- Benefit amounts
- State pension amounts
- Council Tax expenses

The financial assessment process draws on a wide range of data and government-set rates which are revised annually to ensure that they continue to reflect realistic costs.

The means of uplifting the various rates are as follows:

- Benefits and state pensions: These are uplifted to match the rates published each year by the Department of Work and Pensions (DWP). See here, and the equivalent web sites for subsequent years:

[Benefit and pension rates 2023 to 2024 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/benefit-and-pension-rates-2023-to-2024)

- Income guarantees: The Minimum Income Guarantee Rates (for non-residential care) and the Personal Expenses Allowance (for residential care) are uplifted to match the rates published each year by the Department of Health and Social Care (DHSC). See here, and the equivalent sites for subsequent years:

[Social care - charging for care and support: local authority circular - LAC\(DHSC\)\(2023\)1 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/social-care-charging-for-care-and-support-local-authority-circular-lacdhsc20231)

These rates are also listed in the [Rates Document](#) which will be updated each year.

- The lower and upper capital limits are set by the Department of Health and Social Care (DHSC) in the same document as the income guarantees.
- Disability-related expenses:
 - Fixed/maximum rates which are obtained from the NFAFO guidance will be revised in line with the latest NFAFO guidance rates:
 - Fixed/maximum rates which are based on typical actual costs will be revised to reflect the latest typical actual costs,

- Where no other guide is available, rates will be revised based on published inflation rates using the Consumer Price Index

Updated financial assessment charge letters will be issued in March each year to explain each person's new contribution amount and how it was calculated.

3.11 Appeals and complaints

Appeals

If a person (or their legal representative) disagrees with the outcome of their financial assessment, they should first contact the FAB team. The FAB Officer will go through and explain the calculation, with reference to evidence the person has provided. Any mistakes, misunderstanding or missing evidence can then be resolved, and an updated outcome letter issued.

If this does not resolve the concern, the person (or their legal representative) can contact the FAB team by email or letter requesting an appeal. This should include their reasons and supporting evidence.

Appeals must be received within 28 days of the date on the latest financial assessment outcome letter.

The appeal may relate to (but is not limited to):

- treatment of a property
- treatment of deprivation of assets
- the way allowances and income have been taken into account
- start and end dates of financial assessments
- disability related expenses

We will write to acknowledge receipt of the appeal.

The FAB Supervisor will review the case. They will write to the person within 20 working days explaining the result of their investigations and the outcome of the appeal.

If the person is still not satisfied, they can contact the FAB team by email or letter, requesting a review of the appeal.

A member of the Adult Social Care Senior Management Team will review the first appeal. They will write to the person within 20 working days explaining the result of their investigations and the outcome of the appeal review.

If the person is still not satisfied after two appeals, they can ask the Local Government and Social Care Ombudsman to review the decision.

[Home - Local Government and Social Care Ombudsman](#)

Advice line: 0300 061 0614

Complaints

Complaints about the conduct of officers or concerns that the policy has not been properly enforced should be made via the council's corporate complaints procedure.

Details can be found on the council's web site, under Democracy/Have Your Say/Comments, Compliments and Complaints.

[Council & Democracy \(southampton.gov.uk\)](http://southampton.gov.uk)

3.12 Financial Abuse

Financial abuse occurs if a person's money or property are stolen, misused or controlled by another person. This maybe someone they know or a stranger. Internet scams, postal scams and doorstep crime are examples of financial abuse.

The council has a duty to safeguard adults from abuse and neglect, including financial abuse. Under this duty, our staff will be on the alert for any signs of financial abuse, such as unexplained money loss or lack of money to pay for daily or household needs.

Where appropriate, safeguarding enquiries will be carried out and it may be necessary to share information with the appropriate authorities. This includes the Office of the Public Guardian (if the person has a Deputy or Power of Attorney holder managing their financial affairs) or the Department of Work and Pensions (if the person has an Appointee managing their benefits).

4. Direct Payments

People who need care are encouraged to consider the option to arrange their own care. This gives them freedom to arrange (or employ) a provider/carer of their own choosing. They can then liaise directly with the provider/carer over the day-to-day provision of the care specified in their support plan.

Direct Payments are available to support this, under these circumstances:

- a) The person's care is being partially or fully funded by the council, and
- b) The type of care is not permanent residential care

It is possible to have a direct payment for some of the care and have other aspects of care arranged by the council.

A Direct Payment Agreement will need to be signed, and this describes the process, terms and conditions in more detail.

Once a direct payment arrangement is in place, the council pays its share of the cost every 4 weeks to the person, using a special account for the purpose. The person adds their contribution to the account every 4 weeks, to ensure that the total of the agreed personal budget amount is available. The person then pays their provider/carer from that account.

For example:

- Mrs Drake's personal budget is £300 per week
- Her maximum assessed charge (contribution) is £100 per week
- So, the council funding is £200 per week
- Every 4 weeks the council pays £800 into Mrs Drake's account (4 x £200).
- Every 4 weeks Mrs Drake pays £400 into the account (4 x £100)
- £1200 is available for Mrs Drake to pay her provider/carer for 4 weeks' care.

People can choose to use a third-party managed service to manage the receipt and paying out of funds on their behalf.

The council will monitor the use of the funds to ensure they are being spent appropriately.

More information about Direct Payments can be found on the council's web site. (See Adult Social Care, Living at Home).

The personal budget for direct payments will be reviewed annually and uplifted to reflect the latest typical cost for the care outlined on the support plan, including (where applicable) any increase in the minimum wage.

5. Payment of charges for care arranged by the council

5.1 How charges are calculated

For people paying a contribution towards the cost of council-arranged care, the amount charged in any given week is the lower of these two figures:

- The full cost of their care that week (see section 5.2 for more details about how this is worked out)
- Their contribution (the "maximum assessed charge" worked out during their financial assessment)

Example 1:

- Mr Williams receives home care which costs the council £100 per week.
- His contribution is £75 per week. This means £75 per week is the most he can afford to pay, based on his latest financial assessment.
- He will normally be charged £75 per week and the council will fund the remaining £25.
- If he is away for a few days and only receives half the usual weekly visits, his cost of care that week would only be £50. Because this is below his contribution, he would only be charged £50 for that week.
- If he went into hospital and the whole week's care was cancelled, he would be charged nothing.
- Once everything went back to normal, his charges would go back to £75 per week.

Example 2:

- Miss Booth receives one day of day care per week, which costs the council £60 per week.

- Her contribution is £90 per week. This means £90 per week is the most she can afford to pay, based on her latest financial assessment.
- She will normally be charged £60 per week.

For self-funders, the amount charged each week will be the full cost of the care delivered that week. See section 5.2 for how this is calculated.

5.2 Calculating the cost of care

The cost of the care referred to in section 5.1 is the actual cost to the council – that is, the amount we pay the provider (excluding any VAT).

For people who are being charged their contribution amount, **the cost of care has no effect on their charges.**

However, the cost of care has a direct impact on people's charges if:

- They are paying the full cost of their care, or
- Their cost of care is less than their contribution (this can happen if people have a small package of care or a relatively high contribution). See example 2 in section 5.1 above.

The [Rates Document](#) shows a typical range of costs for the most common types of care, as a guide. However, we cannot guarantee that a person's charges will be within this range.

The council will consider requests to change to a cheaper provider if this can be done while still meeting the person's needs.

5.3 Changes in the cost of care

Because we charge the actual cost, the charges will go up or down in line with any changes to the amount we pay the provider.

There is no fixed uplift formula for provider rates. They are re-negotiated regularly, to ensure that we achieve the best possible value for money.

New provider rates usually apply from the 1st of April of each year. The council makes every effort to complete the negotiation of new provider rates in advance of this. This allows the new cost of care to be included on the letters which are issued every March, outlining everyone's new contribution amounts. However, some back-dating of provider rate changes (and therefore back-dated charges) can sometimes occur.

5.4 When charges start

Charges will apply from the first day that chargeable services are delivered.

Care is put in place as quickly as possible, but there may be a short delay before the financial assessment can be completed. Only then do we know the maximum assessed charge (contribution), allowing us to arrive at the correct weekly charge.

Non-residential care

In the case of non-residential care, invoicing will start when the financial assessment is completed, and therefore may include some back-dated charges.

Residential care

In the case of residential care, we start invoicing a temporary charge as soon as care starts. Once the financial assessment is complete and we know the maximum assessed charge (contribution), the invoices are adjusted.

If the contribution is higher than the temporary charge, the contribution will be applied from the date that the person's financial details were received.

If the contribution is lower than the temporary charge (which is unusual), the contribution will be applied from the start of care.

The temporary charges are updated annually based on government benefits and allowances. The values are in the [Rates Document](#) along with an explanation of how they are calculated.

Delays with the supply of financial data

The council will undertake financial assessments as swiftly as possible, and people being assessed are expected to cooperate with the financial assessment in line with Care Act Regulations. Advice and help are available to those who need it.

People have the option to consent to a light touch financial assessment which is generally quicker.

If the person does not supply their financial details within 8 weeks of our request, and does not respond to our reminders with a reasonable explanation of the delay, we will issue invoices for the full cost of care, from the start date of care.

If a financial assessment is completed later, and confirms that the person can only afford to pay a contribution towards the cost of their care, their charges will be adjusted. These adjustments will usually be applied back to the start date of care. However, if there is an exceptionally long delay before the financial assessment is complete, adjustments will be applied as far back as it is reasonably possible to obtain a person's financial data and evidence, and assess the person's contribution during that period.

5.5 Invoicing

Invoices will be issued 12 times per year, with each invoice covering the charges for either 4 or 5 whole weeks of care.

Payment instructions will be included on the invoice.

Invoice and payment queries should be addressed to our Customer Payment and Debt team. See section 1.6 for the contact details.

Where a person fails to pay their invoices for council-arranged care, action may be taken in accordance with the council's debt policy. This may result in legal action being taken and extra cost to the person.

5.6 Care cancellations

From time to time, the actual delivery of care may vary from the schedule agreed in the Care and Support Plan. Care/services could be cancelled or could be longer or shorter than planned.

The examples below explain under what circumstances we will adapt our charges when we are informed of temporary changes in the care/service delivered (known as variations).

[Homecare and the care element of Supported Living](#)

Extended visits: We may pass on charges for extended visits if the provider charges us an additional cost.

Shortened / cancelled visits: We may still charge for the original visit duration, if:

- we have still incurred the cost (because the provider had insufficient notice to redeploy their staff), and
- the shortening or cancellation of the visit was caused by the person receiving care/their representative, and
- 24-hours' notice was not given by the person receiving care/their representative, to the provider

Please note that:

- as a guide, the length of time for which we would continue to incur costs (and therefore charge the person) for a period of cancelled home care would in most cases be no more than 24 hours
- home care which is cancelled when the person is admitted unexpectedly to hospital, will not incur a charge

[Day Care and Miscellaneous services](#)

We may still charge for a cancelled event if:

- we have still incurred the cost (because the provider had insufficient notice to re-allocate their resources to another customer, or because the place is being kept open), and
- the cancellation was caused by the person receiving care/their representative, and
- 24-hours' notice was not given by the person receiving care/their representative, to the provider

Please note that:

- Care/Services which are cancelled when the person receiving care is admitted unexpectedly to hospital, will not incur a charge

[Residential Care, Educational Establishments and Shared Lives](#)

We will continue to charge during periods of cancelled care, even if the person receiving care is in hospital, because we continue to incur the cost if the provider is keeping the place open.

[Hospital stays and impact on benefits](#)

After a stay of 28 days in hospital or intermediate care in a care home, some benefit payments are suspended, reflecting the reduction in living expenses during this time. This should be reported to the FAB team so that the financial assessment can be recalculated.

[Impact of reduced services on weekly contributions](#)

Where clients are paying a contribution towards the cost of their care, a temporary reduction in their level of service/care may not always result in reduced charges. This is because each week we charge either the cost of the care or the client's assessed contribution, whichever is lower.

For example:

- Mrs Andrews attends day care three days per week
- The day care costs the council £50 per day, totalling £150 in a normal week
- Mrs Andrews has a maximum assessed charge (contribution) of £75 per week so she is charged £75 per week towards the cost of her day care
- Suppose Mrs Andrews misses some of her day care (having given 24 hours' notice to her provider)
- If she attends for two days, the cost of care is £100. This is still above her contribution of £75 so her weekly charge does not change.
- If she attends for only one day, the cost of care is £50. This is below her contribution so her charge that week is reduced to £50.

6. Fees for self-funders

This section applies to self-funders - people who are expected to pay the full cost of their care. In most cases, self-funders arrange their own care. However, there are circumstances in which they can ask the council to arrange their care. This may incur administration fees.

6.1 Non-residential care

The council will arrange non-residential care for self-funders if requested to do so.

An administration fee will be charged at the outset to cover the cost we incur when we arrange a package of care. This includes finding a provider, agreeing the care package with the provider, agreeing payment rates, setting up the contract and setting up the payment process.

This fee will be repeated if a package of care needs to be substantially changed at a later date. Minor changes to existing arrangements will not be subject to a fee.

See the [Rates Document](#) for the current administration fee.

The fee will be reviewed and revised annually, to reflect the latest actual cost of arranging a new package of care.

6.2 Residential care

The Care Act 2014 prevents councils from paying towards the costs of residential care for self-funders (people who need to pay for the full cost of their care).

Therefore, the council will usually only arrange residential care for self-funders under these exceptional circumstances:

- a) For people who lack the mental capacity to arrange their own care and have no one to act for them. The council will arrange and temporarily pay for the care

while waiting for the court of protection to appoint a suitable deputy. Once a deputy has been appointed and the financial assessment confirms the amount the person should pay for their care, the council will seek re-imbursalment of the charges from the person's assets via the deputy. There is no care arrangement fee under these circumstances.

- b) People who take out a deferred payment loan. See section 8 for more details. Deferred payment loan administration fees will apply under these circumstances.

7. Waivers

In exceptional circumstances, the council will consider options to defer, suspend or remove a person's charges towards the cost of their care.

Waivers will only be considered in exceptional circumstances, for example when paying the full assessed contribution would:

- a) cause exceptional financial hardship, or
- b) place the person at risk, or
- c) not be affordable for that person

This will be determined on a case-by-case basis.

Waivers will be considered and approved by the relevant delegated senior officer in the council. All waivers will be documented and reviewed at an agreed frequency.

8. Deferred Payments

Deferred payment agreements apply to people who move into a care home permanently. They are designed to prevent people from being forced to sell their home during their lifetime, to meet the cost of their care. This can help people who are expected to pay the full cost of their care home fees, but cannot afford to pay because their funds are tied up in their home.

The Deferred Payment Scheme is designed to help "defer" (delay) paying the costs of care and support until a later date.

Typically, this means that the council obtains a land registry charge against the person's property. The council pays the care costs* and will eventually recover the cost of care after the property is sold or from the person's estate.

*The person may still pay a weekly contribution towards the cost of their care out of their income or other assets, in which case the council pays the balance of the care costs.

The Deferred Payment Scheme is considered by the council to be a potential lower cost alternative to other lending options.

Full details of the deferred payment scheme and the administration fees charged by the council, are in Appendix C.

Before considering a deferred payment agreement, it is essential to seek independent legal and financial advice. See section 1.5 for some useful sources of help and advice.

9. Management of this policy

This policy will be reviewed when there is any significant change in legislation or other circumstances that affect its effectiveness and validity.

The Executive Director of Adult Social Care has the authority, under the Council's Scheme of Delegation, to make the following changes without updating the policy:

- a) Charges may be reviewed and amended in line with inflation, guidance or actual costs.
- b) The format and content of this policy may be reviewed and revised, to make textual, formatting, administrative or minor changes to ensure that it is fit for purpose.

DRAFT

Appendix A: Glossary

Ad hoc

As and when required.

“Afford”

Financial assessments are carried out to assess what people can afford to pay towards their care (their contribution). The Care Act 2014 lays out which types of assets, income, allowances and expenses should be taken into account in the financial assessment. This defines a fair and consistent rule for deciding what each person can afford to pay for their care.

However, we understand there are different views about what is “affordable.” If a person does not think their contribution is affordable, they should contact the FAB team, and consider the option of claiming disability-related expenses.

Community Equipment

Equipment to help you live more independently and safely at home.

See the council web site under Adult Social Care, Living at Home, [Equipment for help at home](#).

Continuing Healthcare (CHC)

Some people with long-term complex health needs qualify for free care arranged and funded by the NHS. This is known as NHS continuing healthcare.

[NHS Continuing Healthcare](#)

Consumer Price Inflation (CPI)

Consumer Price Inflation. This is one of several national standard measures of inflation (the amount by which prices in general are rising).

[Inflation and price indices - Office for National Statistics \(ons.gov.uk\)](#)

DWP

[Department for Work and Pensions](#)

Funded Nursing Care (FNC)

For people in a nursing home, the nursing element of their care is funded by the NHS. The NHS pays a flat rate directly to the care home towards the cost of this nursing care. The quoted “cost of care” for nursing care arranged via the council will not include the FNC.

[NHS-funded nursing care - Social care and support guide - NHS \(www.nhs.uk\)](#)

Intermediate Care

Intermediate care is support provided for a short time to help a person increase their independence. It may be required after a fall, acute illness or hospital stay. Alternatively, it may be provided to allow the person to remain at home when they start to find things more difficult, or avoid going into hospital unnecessarily.

More information is available from:

[NICE \(National Institute for Health and Care Excellence\)](#)

[NHS](#)

Miscellaneous services

Care-related services like transport, meals on wheels, deep cleans, etc.

Non-residential care

Care and services delivered to people who are not living in a care home.

Ordinarily resident

If a person needs adult social care, the Local Authority responsible for dealing with this is the one in which they are “ordinarily resident.” In general, this means “the place the person has voluntarily adopted for a settled purpose, whether for a short or long duration.” Other criteria can apply in unusual cases and the full guidance can be found in section 19 of the [Care and support statutory guidance - GOV.UK \(www.gov.uk\)](#)

The Local Authority responsible for supporting a carer is the one in which the cared-for person (not the carer) is ordinarily resident.

Reablement

A form of intermediate care which aims to help people re-learn how to do daily activities, like cooking meals and washing.

More information is available from:

[NICE \(National Institute for Health and Care Excellence\)](#)

[NHS](#)

Residential Care

Care which takes place in a care home.

Self-funder

A person who is assessed as being able to afford the full cost of their care.

Most self-funders arrange their own care; however, the council may arrange a package of care at their request in some circumstances. They will be invoiced for the full cost of the care, and in some cases will need to pay a one-off administration fee for this service.

Appendix B: Financial assessment elements which are disregarded

When a financial assessment is carried out, the Care Act 2014 dictates which elements of a person's income, assets and expenses should be:

- taken into account ("regarded")
- ignored ("disregarded")

The full details can be found in: [Care and Support Statutory Guidance](#)

See Annex B (Treatment of Capital) and Annex C (Treatment of Income). Key sections of this guidance are summarised below.

B1. What counts as capital?

The following list gives examples of assets which count as capital for the purposes of the financial assessment. This list is intended as a guide and is not exhaustive:

- (a) buildings
- (b) land
- (c) National Savings Certificates and Ulster Savings Certificates
- (d) Premium Bonds
- (e) stocks and shares
- (f) capital held by the Court of Protection, or a Deputy appointed by that Court
- (g) any savings held in building society accounts; bank current accounts; deposit accounts or special investment accounts (including savings held in the National Savings Bank, Girobank and Trustee Savings Bank); SAYE schemes; unit trusts; co-operatives share accounts; cash; trust funds

B2. Which types of capital are disregarded (ignored) during the financial assessment?

The following capital assets must be disregarded. (This means they are ignored by the financial assessment and do not count towards your total asset figure):

- (a) property in specified circumstances (see B3 below)
- (b) the surrender value of any life insurance policy or annuity
- (c) payments of training bonuses of up to £200
- (d) payments in kind from a charity
- (e) any personal possessions such as paintings or antiques, unless they were purchased with the intention of reducing capital in order to avoid care and support charges
- (f) any capital which is to be treated as income or student loans

Further examples of capital assets which must be disregarded can be found here:

[Care and Support Statutory Guidance](#)

See Annex B (Treatment of Capital).

B3. When is property disregarded (ignored)?

In the following circumstances the value of the person's main or only home must be disregarded:

- (a) where the person is receiving care in a setting that is not a care home
- (b) if the person's stay in a care home is temporary and they either:
 - (i) intend to return to that property and that property is still available to them
 - (ii) are taking reasonable steps to dispose of the property in order to acquire another more suitable property to return to
- (c) where the person no longer occupies the property, but it is occupied in part or whole as their main or only home by any of the people listed below, the mandatory disregard only applies where the property has been continuously occupied since before the person went into a care home (for discretionary disregards see below):
 - (i) the person's partner, former partner, or civil partner, except where they are estranged
 - (ii) a lone parent who is the person's estranged or divorced partner
 - (iii) a relative as defined in paragraph 35 of the person or member of the person's family who is either:
 - 1) aged 60 or over
 - 2) is a child of the resident aged under 18
 - 3) is incapacitated

B4. What types of income must be disregarded?

The following types of income must be disregarded. (This means they are ignored by the financial assessment and do not count towards your total income figure):

- Earnings, from employment or self-employment
- Direct Payments
- Guaranteed Income Payments made to veterans under the Armed Forces Compensation Scheme
- War Pension Scheme payments made to veterans with the exception of Constant Attendance Allowance payments
- the mobility component of Disability Living Allowance
- the mobility component of Personal Independence Payments
- working tax credits (for people receiving non-residential care)
- savings credits (for people receiving non-residential care)

Other income that must be fully disregarded:

- Armed Forces Independence Payments and Mobility Supplement
- Child Support Maintenance Payments and Child Benefit, except where the accommodation is arranged under the Care Act in which the adult and child both live

- Child Tax Credit
- Council Tax Reduction Schemes where this involves a payment to the person
- Disability Living Allowance (Mobility Component) and Mobility Supplement
- Christmas bonus
- Dependency increases paid with certain benefits
- Discretionary Trust
- Gallantry Awards
- Guardian's Allowance
- Guaranteed Income Payments made to Veterans under the Armed Forces Compensation Scheme
- Payments made to Veterans under the War Pension Scheme with the exception of Constant Attendance Allowance
- Income frozen abroad
- Income in kind
- Pensioners Christmas payments
- Personal Independence Payment (Mobility Component) and Mobility Supplement
- Personal injury trust, including those administered by a Court
- Resettlement benefit
- Savings credit disregard
- Social Fund payments (including winter fuel payments)
- War widows and widowers special payments
- Any payments received as a holder of the Victoria Cross, George Cross or equivalent
- Any grants or loans paid for the purposes of education; and
- Payments made in relation to training for employment.

Further examples of income which must be disregarded can be found here:

[Care and Support Statutory Guidance](#)

See Annex C (Treatment of Income).

Appendix C: Deferred Payments

C1. Eligibility

Which people are eligible?

The council will offer a deferred payment, in line with the Care Act 2014, to a person who meets all these requirements:

1. Is either:
 - a) ordinarily resident in Southampton, or
 - b) present in the area but has no settled residence, or
 - c) ordinarily resident elsewhere but the council has determined that they will meet the person's needs.
2. Has been assessed as having eligible unmet needs for care and support, which will be met by a care home placement.
3. Has savings or assets (excluding the value of their main or only home), of less than or equal to the upper capital limit (see the [Rates Document](#) for the value)
4. Legally owns or part-owns a property which is not being disregarded (ignored) by the financial assessment for any reason.
5. Has mental capacity to agree to a deferred payment agreement or has a legally appointed agent willing to agree to this.

Which properties are eligible?

The Deferred Payment loan is secured against the person's main or only property. This property must be:

1. Registered with the Land Registry. If not, the person must arrange for it to be registered at their own expense.
2. Free from other beneficial or legal interests on the property for example mortgages, equity release schemes, or secured legal charges.

Other eligibility considerations

The council has discretion to approve a Deferred Payment Agreement in other circumstances, even if the above criteria have not been met, for example, by considering alternative security to the property. Any additional costs that may be incurred by the council as a result of investigating or agreeing to alternative security, including any legal or valuation costs, must be met by the person and cannot be added to the deferred debt.

The council will not offer a deferred payment where any one of the following apply:

- If the council cannot secure a first charge on the person's property and no other adequate security can be provided.

- If the person is seeking a top-up for a more expensive placement than the council would usually fund, and the amount of the top-up does not seem sustainable for the duration of the placement.
- Where the person does not agree to the terms and conditions of the agreement.
- In the case of jointly owned property, if all owners or those people with a beneficial interest in the property refuse to consent to a legal charge against the property.

The council will provide relevant information and advice to applicants prior to them entering into any Deferred Payment Agreement. This will include:

- Setting out clearly all the fees and charges that will be made during the lifetime of the agreement.
- Offer and facilitate access to appropriate independent financial advice.

C2. Loan Amount

The maximum amount which can be loaned is the value of the property minus 10% for costs of sale and minus the lower capital limit.

The lower capital limit value can be found in section 2.3 of the [Rates Document](#).

The council will undertake annual reviews of any loan arrangements to ensure that this limit is not reached. The council will refuse to defer care costs beyond this limit, although administration and interest can continue to be deferred. In such cases, the council will signpost individuals to financial and welfare advice.

When the loan reaches 80% of this limit, the council will obtain an up-to-date property valuation to ensure that the property value has not reduced. A fee will be charged for this valuation.

C3. Property-owner's responsibilities

During the deferred payment agreement, the property owner will also need to:

- Have a responsible person willing and able to ensure that necessary maintenance is carried out on the property to retain its value. The property owner or their representatives will be liable for such expenses.
- Insure the property (at the expense of the property owner or their representative), and supply the council with a copy of the certificate. The policy must show that the property is insured as unoccupied if there is no one living in it.
- Pay any administrative charges relating to the Deferred Payment Loan in a timely and regular manner. If charges are not paid the council reserves the right to add this debt to the loan amount.
- Pay the assessed financial contribution to the care provision in a timely and regular manner. If financial contributions are not paid the council reserves the right to add this debt to the loan amount.

C4. Administration fees for Deferred Payments

The council charges administration fees to cover the actual cost of setting up and operating the Deferred Payment Agreement.

The current amount of each fee can be found in section 3.2 of the [Rates Document](#) along with a detailed breakdown.

The fees will be reviewed and updated annually to reflect the latest actual cost of the work required.

Set-up fee

This covers the council's costs to set up the Deferred Payment Agreement, including the legal transactions, property valuation, land registry updates, and the time required for application processing and eligibility checks.

This fee can be paid up-front or, if funds are unavailable, can be included in the deferred loan.

Annual fee

This covers the council's costs to monitor the loan as well as producing twice-yearly statements of loan payments and interest.

This fee can be paid annually or, if funds are unavailable, can be included in the deferred loan.

Ad hoc fees

These fees apply only when specific circumstances arise:

- Additional property valuation fee when the loan balance has reached 80% of the original equity value
- Variable legal fees for unforeseen circumstances

These fees can be paid when they are issued or, if funds are unavailable, can be included in the deferred loan.

C5. Interest charged

The council will charge interest on the deferred amount for the whole period that the agreement is in place. The interest will form part of the total overall amount owed to the council.

The council charges interest at the maximum government approved standard interest rate as set out in the Care Act 2014.

The maximum rate of interest is updated by the government twice yearly. It is calculated as the market gilts rate, plus 0.15%.

The market gilts rate can be found in the most recent Economic and Fiscal Outlook Report, listed under "Key Publications" on the [web site of the Office of Budgetary Responsibility](#). (See the "Determinants of the fiscal forecast" table).

The recent and current values for the maximum interest rate are listed in section 3.3 of the [Rates Document](#).

Updated rates will be applied to the debt from the following 1 January and 1 July as appropriate. The rate of interest may therefore change between starting discussions with the council and the time when the agreement is signed, and the applicant will be notified of the rate at the start of the loan and at any point at which it changes.

The council will calculate the interest on the deferred amount including any administration charges that the applicant has asked to be deferred; the interest will be compounded.

Interest can be paid on an ongoing basis or can be left to be added to the loan amount.

C6. Ending the loan

The Deferred Payment Agreement can be terminated at any time, when the full amount due is repaid to the council or where there is a breach of the Agreement.

The agreement will end if the client dies, the property is sold, or if the property is not sold and the value of the property is not enough to cover the care costs.

The council can also in some circumstances refuse to defer or loan any more charges for a person who has an active agreement, for example where the person's total assets fall below the upper capital limit or where the person no longer has need for care in a care home. This will be decided on a case-by-case basis.

Once the loan has ended and the property is sold, an invoice will be issued for the full amount of the loan including care costs and accrued interest and fees.

Non-payment of a deferred charge, or otherwise not following the terms of a deferred payment agreement, may result in debt recovery processes being instigated, including additional interest being applied.

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Adult Social Care Rates 2023-24 (Draft version for public consultation)

This document is an illustration of the Rates Document we propose to publish for 2024-25, alongside the proposed new ASC Charging Policy.

The rates for 2024-25 are not yet available, so 2023-24 rates have been used as an indication of the information that would be provided. This is what the Rates Document would look like if the new policy was already in place.

Please note the existing charging policy will continue to apply until at least April 2024. Some of the rates listed below, particularly the indications of typical costs of care, may not be relevant to the existing charging policy.

This document contains the rates used by Southampton City Council for charging and financial assessment calculations from April 2023 to March 2024. These rates are reviewed and updated annually.

This document should be read in conjunction with the Adult Social Care Charging Policy which explains how these rates are updated, and includes a list of the many services for which we do not charge.

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1. Charging Rates

Each week, you will be charged either your maximum assessed charge or the actual cost of your care, whichever is lower.

- The maximum assessed charge, also called a contribution, is the amount worked out during your financial assessment, and represents the most you can afford to pay per week towards the cost of your care at the time of the financial assessment
- The actual cost of your care is the amount we pay your care provider (excluding any VAT).

For most people, their contribution is the lower figure so that is what they are charged. For example:

- Mrs Smith has 10 hours of home care per week
- The home care provider charges the council £22 per hour, so her care costs £220 per week
- Mrs Smith's financial assessment works out that the most she can afford to pay per week at this time, is £50. (This is her maximum assessed charge or "contribution").
- Mrs Smith is therefore only charged £50 per week and the council pays for the other £170 per week.

- Miss Berry lives in a residential care home
- The care home charges the council £850 per week
- Miss Berry's financial assessment works out that the most she can afford to pay per week at this time, is £200.
- Miss Berry is therefore charged £200 per week and the council pays for the other £650 per week.

In some cases, a person's contribution is higher than the actual cost of their care. For example:

- Mr Patel has 2 hours of home care per week
- The home care provider charges the council £22 per hour, so his care costs £44 per week
- Mr Patel's financial assessment works out that the most he can afford to pay per week at this time, is £50.
- Mr Patel is therefore charged £44 per week (the actual cost of his care).

Finally, a small number of people are expected to pay the full cost of their care (also known as "self-funders"). They will be charged the actual cost of their care.

If you are one of the people who is charged the actual cost of your care, the following information is provided to give you an idea of the costs:

1.1 Non-residential care

1.1.1 Home care

The cost of care will depend on the type and amount of care you need. As a guide, during 2023/24, home care packages arranged by the council with external providers cost an average of £22-£23 per carer per hour.

1.1.2 Supported Living

The range of actual costs for supported living is similar to home care. If you share a carer with other people, we will only charge you your share. For example, if your carer provides support to two people, you will be charged half the cost.

1.1.3 Day care

During 2023/24, day care packages arranged by the council cost an average of £33.23 per half-day. This will vary significantly depending on the level of care required.

1.1.4 Transport

The council's transport provision is currently under review and typical actual costs are likely to change.

Therefore, although we will charge at actual cost, we are temporarily applying an average rate of £5 per journey.

1.2 Shared Lives

Shared Lives Carers are paid a standard rate, so the actual cost of your care is £68.01 per day (£476.07 per week) minus any housekeeping and housing benefit amounts which you pay direct to your carer.

1.3 Residential and nursing care

Rates will vary depending on the care home and the care you need. As a guide, during 2023/24, care home packages arranged by the council with external providers cost the following on average:

- Residential Homes for people aged 65 and over: average £888 per week
- Nursing Homes for people aged 65 and over: average £1,060 per week*
- Residential Homes for people aged 18 to 64: average £1,318 per week
- Nursing Homes for people aged 18 to 64: average £1,106 per week*

*Nursing home rates exclude FNC (Funded Nursing Care) which is paid for by the NHS.

If you stay in one of the council's own care homes the cost is:

- Holcroft House: £1,328 per week
- Kentish Road (respite care): £293.79 per night

1.3.1 Temporary charges for residential and nursing care

Temporary charges are applied from the date you move into a care home, while the financial assessment is being completed.

Temporary charges are an estimated minimum charge, assuming that:

- a) Income Support or Pension Credit ensures that everyone has a minimum income level, and
- b) People living in a care home receive a personal expenses allowance to cover their personal need costs, and generally do not have other expenses.

During 2023/24 the temporary charges are:

Your age	Expected minimum income	minus	Personal Expenses Allowance	=	Net disposable income (Temporary charge)
State pension age and over	£201.05 (Pension Credit standard minimum guarantee, single person)	minus	£28.25	=	£172.80
25 up to state pension age	£84.80 + £39.85 (Income Support single person's personal allowance + disability premium)	minus	£28.25	=	£96.40
Under 25	£67.20 + £39.85 (Income Support single person's personal allowance + disability premium)	minus	£28.25	=	£78.80

The pension credit rates, income support rates and personal expenses allowance are all set by the government annually – see [Benefit and pension rates 2023 to 2024 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/benefit-and-pension-rates-2023-to-2024)

Once the financial assessment is complete, we will have worked out your maximum assessed charge, also known as a contribution. This is the most you can afford to pay towards your care per week at this time. We then adjust the temporary charges already issued, as follows:

- If the contribution is higher than the temporary charge, the contribution will be applied from the date that we received your financial details.
- If the contribution is lower than the temporary charge (which is unusual), the contribution will be applied from the start of care.

Example:

- Mr Smith moves into a care home. He is aged 70.
- The pension credit guarantee will ensure that Mr Smith has an income of at least £201.05 per week.
- The personal expenses allowance is £28.25 per week
- Therefore, Mr Smith is likely to have a net disposable income of at least £201.05 – £28.25 = £172.80 per week.
- We start charging £172.80 from the day Mr Smith moves into the care home.

- Two weeks later, Mr Smith submits his financial data, and we complete the financial assessment.
- The financial assessment shows that Mr Smith can afford to pay £250 per week towards the cost of his care.
- The first two weeks' charges of £172.80 remain unchanged.
- Charges are amended to £250 per week, from week three onwards.

1.4 Telecare (Careline)

Telecare is not subsidised by the council. All customers are charged the same rates, and these can be found here:

[Pricing structure \(southampton.gov.uk\)](https://www.southampton.gov.uk/pricing-structure)

2. Rates used in the financial assessment

The financial assessment is the means-test we carry out to determine your “contribution” – the amount you can afford to pay per week towards the cost of your care, at the time we carry out the financial assessment.

While each financial assessment is personal to you, some of the elements come from standard values which are set by Government departments each year.

2.1 Benefits

All benefit rates are taken from the DWP (Department for Work and Pensions) and can be found here:

[Benefit and pension rates 2023 to 2024 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/benefit-and-pension-rates-2023-to-2024)

2.2 Allowances for living costs

The DHSC (Department of Health and Social Care) define allowance rates which indicate the minimum amount of your income which you need to keep, to cover your living costs.

A more detailed explanation, and a full list of the allowance rates can be found here:

[Social care - charging for care and support: local authority circular - LAC\(DHSC\)\(2023\)1 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/social-care-charging-for-care-and-support-local-authority-circular-lac-dhsc-2023-1)

The key allowances are listed below.

2.2.1 Personal Expenses Allowance

People in residential care have a Personal Expenses Allowance of £28.25 per week.

2.2.2 Disposable Income Allowance

People in residential care who have a Deferred Payment Agreement, continue to incur property maintenance expenses. Therefore, they are granted a Disposable Income Allowance of up to £144 per week.

2.2.3 Minimum Income Guarantee

People receiving care in the community or at home have a Minimum Income Guarantee. The amount varies depending on age and other factors. The list of values can be found using the link above and is reproduced here. See the notes below:

Circumstances of person receiving care	Minimum Income Guarantee amount per week (2023-2024)
Single, aged 18 to pension credit age	£103.65
With a disability premium	Add £45.75
With enhanced disability premium	Add another £22.35
With Carer Premium	Add £49.05
Single, over pension credit age	£263.40
With Carer Premium	Add £49.05
One of a couple, where one or both are aged 18 to pension credit age	£81.40
With a disability premium	Add £32.60
With enhanced disability premium	Add another £16.05
With carer premium	Add £24.53
One of a couple, where one or both are over pension credit age	£163.65
With carer premium	Add £49.05

If you are responsible for, and a member of the same household as a child, an additional premium of £94.90 per child will be added.

Notes:

1. The carer, disability and enhanced disability premiums refer to additional benefit payments which you receive, or for which we consider you would qualify.
2. The Government MIG rates include a lower set of values for people aged 18 to 24. These are not shown here because if you are in this age group, we will allocate the higher allowance for people aged 25 to pension credit age.
3. For anyone aged up to 66 now, the pension credit age is your state pension age (the age when you qualify for the state pension).

2.2.4 Savings Credit

For all types of care, if you are eligible for Savings Credit (as part of the Pension Credit system), the amount you receive will be “disregarded” as income, ensuring that you keep it for living expenses.:

Individuals: £6.50 per week
 Couples: £9.75 per week

2.3 Capital Limits

The DHSC (Department of Health and Social Care) define the following capital limits:

Lower capital limit = £14,250

Upper capital limit = £23,250

- If your assets (ignoring any that we disregard) are below the lower limit, the amount you pay towards your care will only be what you can afford out of your income.
- If your assets (ignoring any that we disregard) are between the two limits, the amount you pay towards your care will be what you can afford out of your income, plus a means-tested contribution from your assets. This is £1 per week for every £250 of capital between the capital limits, and is called your tariff income). For example:
 - Mr Fitch has £15,000 in the bank
 - This is £750 above the lower capital limit
 - We will add £3 per week to his total income (£1 for each lot of £250)
- If your assets (ignoring any that we disregard) are above the upper limit, you will pay the full cost of your care.

2.4 Disability-related expenses

The Adult Social Care Charging Policy explains the circumstances under which we take additional, disability-related expenses into account in the financial assessment calculation.

Where this applies, the following rates and guidelines are used. These are based on the annually updated NAFAO Guide to Disability Related Expenditure. [NAFAO](#) is the National Association of Financial Assessment Officers.

We will consider expenses not covered by these guidelines in exceptional cases.

2.4.1 Ongoing, regular expenses

Expense	Telecare (Community alarm service) – ongoing costs
Amount paid:	Up to the weekly cost of the equivalent service from SCC's Careline. See pricing structure here: Pricing structure (southampton.gov.uk)
Exclusions / Requirements	Cost of callouts is not included Services covered by Housing Benefit are not included
Evidence required	Invoices (if service not provided by SCC)

Expense	Chiropody (foot care)
Amount paid:	Actual cost, spread over the year, up to £5 per week
Exclusions / Requirements	We will expect you to make use of NHS services if you are eligible for these. We will cover up to 4 sessions per year, unless the circumstances are exceptional
Evidence required	Invoices or bank statements

Expense	Cleaning / Shopping
Amount paid:	For online/telephone shopping services: Delivery charge For paid shopping / cleaning work: Up to 1 hour per week for cleaning plus up to 1 hour per week for shopping. Hourly rate up to £15 per hour
Exclusions / Requirements	We would expect you to use the lowest-cost solution.
Evidence required	Invoices

Expense	Privately arranged care
Amount paid:	Hours as stated on the Care Act assessment. Hourly rate up to amount the council would pay for the equivalent care. For night-time care, we will pay up to a maximum of the night-time care element of the relevant disability benefit. This will be one of: <ul style="list-style-type: none"> • the difference between High and Low Attendance Allowance or • the difference between Enhanced and Standard Personal Independence Payment (Daily Living Component), or • the difference between Highest and Middle Disability Living Allowance (Care Component) In all these cases the amount for 2023-24 is £33.65 per week.
Exclusions / Requirements	The care must meet an eligible need identified on the Care Act assessment, which has not been included in the care arranged by the council (or the personal budget for direct payments).
Evidence required	Invoices for agency care for at least 4 weeks Payroll evidence for personal assistants.

Expense	Extra Heating
Amount paid:	Heating costs which are over and above the annual average cost for the property type and occupancy. (See Appendix A).
Exclusions / Requirements	Before claiming, people are expected to make the most of available benefits and ensure they are on the best energy tariff. Southampton Healthy Homes can assist with this. Southampton Healthy Homes – the Environment Centre (tEC)
Evidence required	Utility bills

Expense	Extra Laundry
Amount paid:	Additional laundry costs Up to £4.56 per week
Exclusions / Requirements	Only washing loads for the Disabled Person are considered, and only loads more than four per week. The Care Act Assessment should indicate a need which explains additional laundry, for example continence.
Evidence required	Discussed on application

Expense	Gardening Basic garden maintenance
Amount paid:	Up to 1 hour per week, for up to six months of the year, at a rate of up to £15 per hour. (Cost is spread evenly over the year)
Exclusions / Requirements	Not available for people in SCC Housing Complexes where garden maintenance is carried out by SCC. Intended to cover basic tidying/clearing only, to ensure the garden is accessible and safe.
Evidence required	Invoices

Expense	Wheelchair hire/purchase and maintenance
Amount paid:	Manual wheelchair: Up to £4.75 per week Powered wheelchair: Up to £11.55 per week
Exclusions / Requirements	Equipment must be required for an assessed need and not be available free of charge or paid for using a DFG grant (see Disabled facilities grant (southampton.gov.uk)) Purchase must have taken place since the first contact with the council's Adult Social Care team.
Evidence required	Invoice

Expense	Maintenance/repair of other equipment Maintenance of a powered bed, turning bed, powered reclining chair, stairlift or hoist
Amount paid:	Actual costs (which will be spread evenly over the year)
Exclusions / Requirements	Equipment must be required for an assessed need and not be available free of charge or paid for using a DFG grant (see Disabled facilities grant (southampton.gov.uk))
Evidence required	Invoices

Expense	Other Any other relevant costs necessitated by disability will be considered on a case-by-case basis
Amount paid:	Assessed on a case-by-case basis
Exclusions / Requirements	
Evidence required	

2.4.2 One-off expenses

Expense	<u>Purchase of equipment (excluding wheelchairs)</u> For example, powered bed, turning bed, powered reclining chair, stairlift or hoist, IT equipment										
Amount paid:	Actual cost, spread over 10 years, up to a maximum of: <table border="0" style="width: 100%;"> <tr> <td>Powered bed</td> <td style="text-align: right;">£5.25 per week</td> </tr> <tr> <td>Turning bed</td> <td style="text-align: right;">£9.19 per week</td> </tr> <tr> <td>Powered reclining chair</td> <td style="text-align: right;">£4.16 per week</td> </tr> <tr> <td>Stairlift</td> <td style="text-align: right;">£7.42 per week</td> </tr> <tr> <td>Hoist</td> <td style="text-align: right;">£3.64 per week</td> </tr> </table>	Powered bed	£5.25 per week	Turning bed	£9.19 per week	Powered reclining chair	£4.16 per week	Stairlift	£7.42 per week	Hoist	£3.64 per week
Powered bed	£5.25 per week										
Turning bed	£9.19 per week										
Powered reclining chair	£4.16 per week										
Stairlift	£7.42 per week										
Hoist	£3.64 per week										
Exclusions / Requirements	Equipment must be required for an assessed need and not be available free of charge or paid for using a DFG grant (see Disabled facilities grant (southampton.gov.uk)) Purchase must have taken place since the first contact with the council's Adult Social Care team.										
Evidence required	Invoice										

Expense	<u>Wheelchair purchase</u> Combined with maintenance - see ongoing costs above
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Expense	<u>Specialist clothing / footwear / extra bedding</u> Special clothing or footwear Additional wear and tear to clothing and footwear Wear and tear of household items Additional cost for bedding
Amount paid:	Actual cost above typical expenditure, spread over a year. (We consult the Office for National Statistics to assess typical expenditure, allowing for inflation since their figures were published – see here)
Exclusions / Requirements	Normal expenditure on clothing/footwear/bedding is not covered, only excess costs due to disability.
Evidence required	Receipts over a 3-month period

Expense	<u>Telecare (Community Alarm Service) - installation costs</u> For example, key safe installations
Amount paid:	Up to the cost of the equivalent service from SCC's Careline, spread over one year. See pricing structure here: Pricing structure (southampton.gov.uk)
Exclusions / Requirements	Cost of callouts is not included Services covered by Housing Benefit are not included
Evidence required	Invoices

3. Administration fees

Administration fees are charged to cover the cost of certain transactions and activity where the Care Act 2014 permits a fee.

3.1 Administration fee for arranging non-residential care for self-funders

The council will arrange non-residential care for self-funders (people who need to pay for the full cost of their care) if requested to do so. The following fee applies:

Care arrangement setup fee: £250

This setup fee will be charged at the outset to cover the cost of arranging the care. The fee will be repeated if a package of care needs to be substantially changed. (Minor changes to existing arrangements will not be subject to a fee).

3.2 Administration fees for deferred payment loans

3.2.1 Set-up fee

Activity	Fee
Legal work	£154
Loan assessment and setup administration	£513
Financial setup	£32
Extra care placement and financial assessment work	£69
Property valuation fee	£200 ¹
Land Registry Charges	£23
Total	£990

¹The council will accept a recent (within 3 months) written professional market valuation from the applicant. In this case, the valuation fee would not be applied as part of the setup fee.

An additional setup fee of £50 would apply if a discretionary meeting is required to discuss an applicant who does not meet the mandatory criteria (for example, if they already have a charge on the property).

3.2.2 Annual fee

An annual fee of £200 will be charged to cover the cost of monitoring the loan and preparing twice-yearly statements.

3.2.3 Ad hoc fees

Additional fees will be charged when circumstances arise, as follows:

Activity	When	Fee
Property re-valuation	When loan amount reaches 80% of original equity amount	£200 ¹
Legal fees incurred due to unforeseen requirements		Actual cost

¹The council will accept a recent (within 3 months) written professional market valuation from the applicant. In this case, the re-valuation fee would not be applied.

3.3 Deferred Payment Loan interest rate

This is the maximum interest rate permitted by Government, which is calculated as the market gilts rate plus 0.15%.

The market gilts rate can be found in the most recent Economic and Fiscal Outlook Report, listed under “Key Publications” on the [web site of the Office of Budgetary Responsibility](#). (See the “Determinants of the fiscal forecast” table).

Recent and current values for the maximum interest rate are:

From	To	Interest Rate
6 May 2019	30 Jun 2020	1.45%
1 Jul 2020	31 Dec 2020	1.05%
1 Jan 2021	30 Jun 2021	0.45%
1 Jul 2021	31 Dec 2021	0.75%
1 Jan 2022	30 Jun 2022	0.95%
1 Jul 2022	31 Dec 2022	1.55%
1 Jan 2023	30 Jun 2023	3.18%
1 Jul 2023	31 Dec 2023	3.43%

3.4 Deputyships

Where it is necessary to arrange a Deputyship for someone, the council uses the Hampshire County Council Client Affairs Service.

Their administration fees are available [here](#) or by searching “Clients Affairs Service” on the Hampshire County Council web site.

Appendix A: NAFAO annual heating allowances for 2022/23

Household Type	Standard	N East / E Midlands	N West / W Midlands
Single person - Flat/Terrace	£2,761.73	£2,993.70	£3,344.04
Couple – Flat/Terrace	£3,643.68	£3,945.69	£4,407.21
Single person – Semi Detached	£2,933.32	£3,179.73	£3,551.87
Couples – Semi Detached	£3,872.45	£4,187.41	£4,677.83
Single – Detached	£3,568.76	£3,865.99	£4,325.05
Couples – Detached	£4,704.40	£5,097.22	£5,695.07

Example

Ms Clark needs extra heating because of her disability.

She lives with her partner in a flat. So we consider that a reasonable heating cost is £3,643.68 per year.

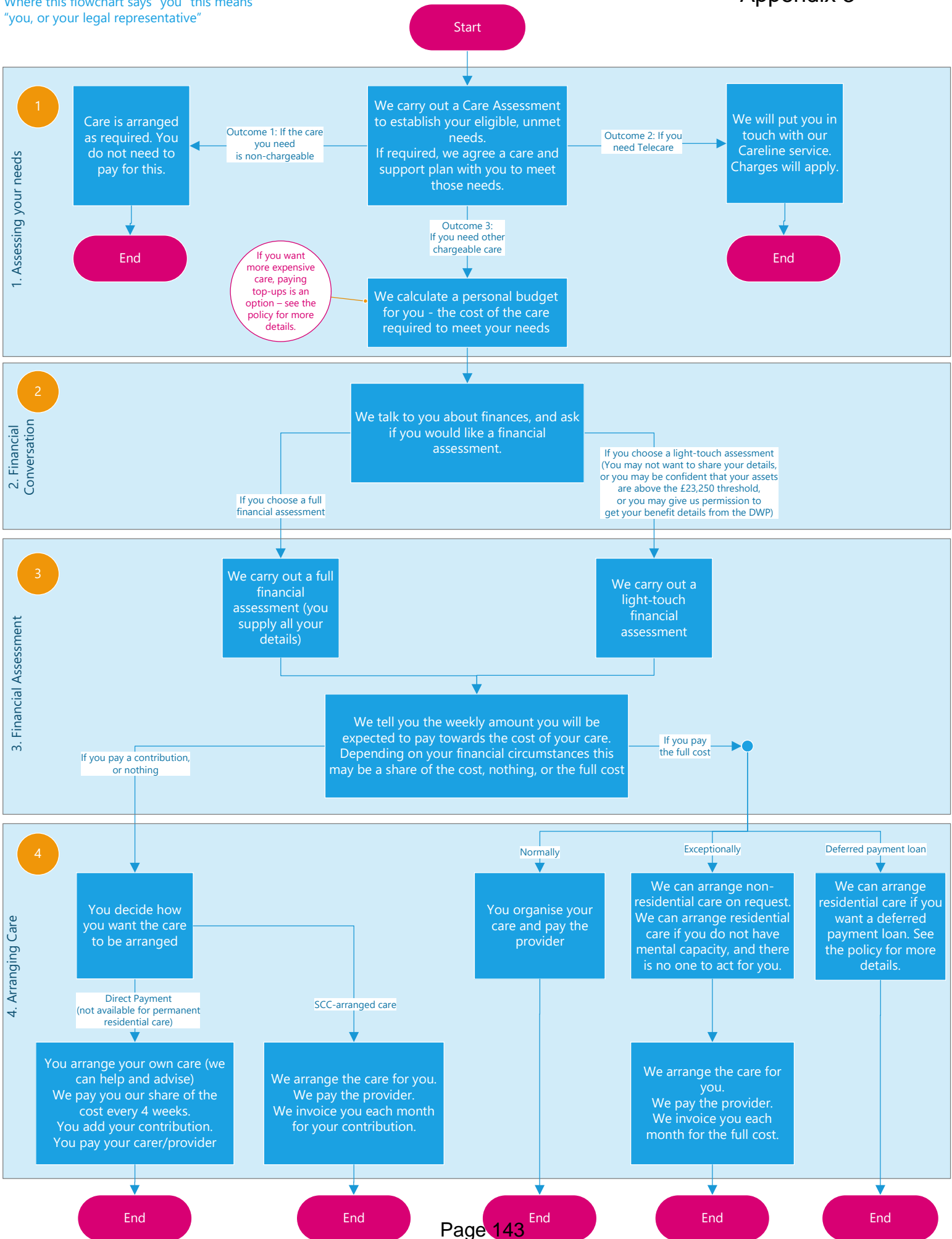
Their heating costs are £3,900 per year. This exceeds the normal cost by £256.32 per year

We would allow a DRE of half of £256.32 (because Ms Clark is one of a couple), spread over the year. This comes to £2.47 per week.

This would reduce the amount which Ms Clark is expected to pay towards the cost of her care (her contribution) by £2.47 per week.

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Where this flowchart says "you" this means "you, or your legal representative"



Adult Social Care: The Financial Journey

Step 1: Assessment and Support Plan

There are three possible outcomes:

Outcome 1: If the care you need is not chargeable, we arrange the care as required. You do not need to pay for this. See the Scope section of the Charging Policy for the types of care which are non-chargeable. The rest of the flowchart is not relevant if you only need non-chargeable care.

Outcome 2: If you need Telecare, we will put you in touch with our Careline service. Search the council web site for “Careline” to see their pricing.

Telecare charges are additional to other adult social care charges. However, if you have other adult social care arranged by SCC, you may be able to claim the Telecare cost as a disability-related expense. We will consider waiving charges for Telecare in exceptional hardship cases. The rest of the flowchart is not relevant if you only need Telecare.

Outcome 3: If you need chargeable care, we calculate a personal budget for you. This is the reasonable weekly cost of the care which is required to meet your needs. See section 3.1 of the policy for more information about personal budgets.

If you need a package of care which includes a mixture of health care and social care, the personal budget will only cover the social care. You will not be charged for the health care element.

If you want more expensive care than we consider you need, paying top-ups is an option – see section 3.2 of the Charging Policy for more information about top-ups.

Step Two: Financial Conversation

Your social worker will talk to you about finances, to see how likely you are to pay for the full cost of your care.

You will have to pay the full cost if you have financial assets above a threshold called the “Upper Capital Limit”, which is currently £23,250. What counts as an asset will vary depending on whether you need residential or non-residential care.

The online financial assessment is available for anyone to input their financial details and obtain an indicative contribution (the amount they are likely to pay towards the cost of their care).

At this point we ask if you would like a full financial assessment. There are four options.

Option 1: Full financial assessment

We ask you to supply your financial details (using the online financial assessment or a paper form) and we carry out a full, detailed assessment of your financial circumstances.

Option 2: Light-touch financial assessment

We carry out a quicker, simpler financial assessment to make sure you can afford to pay your charges. This is common for people with assets over the £23,250 threshold. We can also look up your DWP benefits data to save you providing it. (This requires your explicit consent).

Option 4: You are unable to provide consent to a financial assessment, in which case other steps are taken – see section 4.1 of the Charging Policy.

Step Three: Financial Assessment

We carry out the financial assessment. More details about how this is done, can be found in section 4 of the Charging Policy.

The rules of the financial assessment are different, depending on whether you need care at home, a temporary stay in a care home or you move into a care home permanently.

The financial assessment works out the amount you can afford to contribute towards the cost of your care. Depending on your financial circumstances this may be a share of the cost (known as a contribution), or nothing, or the full cost.

If you do not want to have a financial assessment, you will need to pay the full cost of your care.

Step Four: Arranging Care (people paying a contribution, or paying nothing)

We discuss with you, how you want the care to be arranged.

Option 1: Direct Payment

(This does not apply for permanent residential care).

You have the freedom to arrange your own care (we can help and advise). We pay you our share of the cost every 4 weeks. You add your contribution to this, and then pay your carer/provider. For more details about direct payments see section 5 of the Charging Policy.

Option 2: SCC-arranged care

We arrange the care for you, and we pay the provider. Then we invoice you each month for your contribution.

Step Four: Arranging care (people paying the full cost of the care)

Most self-funders choose to arrange their own care.

We can arrange non-residential care at your request. A one-off administration fee is charged for this. Then we invoice you each month for the full cost of the care.

Residential care will normally only be arranged if you are unable to arrange the care yourself and have no one to act for you. We invoice you each month for the full cost of the care. (Under these circumstances it is likely that the Court of Protection are in the process of appointing a Deputy to manage your affairs).

We will arrange residential care if you want a deferred payment loan. See section 8 of the Charging Policy for more details.

See section 6 of the Charging Policy for more details about full-cost-payers and administration fees.



Equality and Safety Impact Assessment

The **Public Sector Equality Duty** (Section 149 of the Equality Act) requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity, and foster good relations between different people carrying out their activities.

The Equality Duty supports good decision making – it encourages public bodies to be more efficient and effective by understanding how different people will be affected by their activities, so that their policies and services are appropriate and accessible to all and meet different people’s needs. The Council’s Equality and Safety Impact Assessment (ESIA) includes an assessment of the community safety impact assessment to comply with Section 17 of the Crime and Disorder Act and will enable the Council to better understand the potential impact of proposals and consider mitigating action.

Name or Brief Description of Proposal	Updates to the ASC Charging Policy starting April 2024 Consultation version
Brief Service Profile (including number of customers)	
<p>The provision of Adult Social Care (ASC) is regulated by the Care Act 2014, which includes statutory guidelines covering councils’ charging options for certain types of care.</p> <p>Southampton City Council (SCC, or the council) has an ASC Charging Policy which sets out what charges the Council will raise when arranging to meet a person's care and support needs, or a carer’s support needs.</p> <p>Changes are being proposed to a number of aspects of the existing ASC Charging Policy, affecting different sub-groups of customers. These changes are described below.</p> <p>The Care Act requires that we do not charge anyone more than they can afford, and in applying the proposed changes to the policy, this principle does not change.</p> <p><u>Customer breakdown</u></p> <p>As of 17th July 23, the council has 2,654 customers with one or more current packages of care arranged by or funded by the council. Of these:</p> <ul style="list-style-type: none"> • 1,659 are in non-residential care (care outside a care home) • 704 are receiving long-term (permanent) residential care (in a care home) • 49 are receiving occasional short-term/respice residential care • 242 are direct payment customers – people who are arranging their own care which is partially or wholly funded by the council. 	

Customers all have a “primary support reason” indicating the main reason they need care and support. This breaks down as follows:

- | | |
|--|-----|
| • Learning Disability Support | 21% |
| • Mental Health Support | 13% |
| • Physical Support - Access and Mobility only | 5% |
| • Physical Support - Personal Care support | 49% |
| • Sensory Support - Support for Hearing Impairment | <1% |
| • Sensory Support - Support for Visual Impairment | <1% |
| • Social Support - Substance Misuse support | 1% |
| • Support with Memory and Cognition | 8% |
| • Other | 1% |

Of the 2,654 customers, approximately:

- 5% are paying the full cost of their care
- 71% are paying towards their care (the cost of the care or the maximum amount they can afford, whichever is lower)
- 12% are not paying anything towards their care because they have a very low income
- 11% are exempt from charging. (Of these, 87% are exempt due to receiving mental health care under section 117 of the Mental Health Act 1983).

The amount a person pays towards their care is decided by the type of care and their personal financial circumstances.

Summary of Impact and Issues

List of proposed changes

1. Improvements to the process for managing people’s disability-related expenses. (This does not apply to those paying the full cost of their care, or people in long-term residential care).
2. Changes to the way we charge for care which is cancelled. In many cases charges will stop. Where charges do not stop, we will explain why.
3. Explaining how charges get going when care starts. If there is a delay in obtaining a person’s financial data, we will explain how long we wait before we start charging the full cost.
4. Changing the method for calculating the cost of non-residential care, from an average rate to the actual cost. (Actual costs are already used for residential care charges).
5. Introducing charges for transport.
6. Increasing the administration charges for processing deferred payment loans. (This affects people paying the full cost of their care only).
7. Changing the “Minimum Income Guarantee” rate used for new customers aged

between 60 and state pension age. This brings us back into line with government guidance.

8. Improvements to the general structure and accessibility of the ASC Charging Policy document. This includes:

- simpler wording
- changing the order of information in the document so that it reflects the order of events for a new customer
- including more diagrams and examples
- including a glossary to explain terms which people might not know
- collecting all the rates and fees we use into one Rates Document.
- explaining how these rates and fees are updated each year.

Impact and issues

Change 1: Overhaul of the process for managing people's disability-related expenses

What is being proposed?

The process for assessing how much a person can afford to pay toward the cost of their care is:

- a) work out the person's income (the Care Act statutory guidance tells us which types of income are included and which are ignored)
- b) subtract an amount that represents what the person needs to live on. This is called the "Minimum Income Guarantee" and is set by the government annually. It varies by age, circumstances and level of need.
- c) the balance is "net disposable income" which we are entitled to ask the person to pay towards the cost of their care.

If a person receives non-residential care, and is in receipt of a disability benefit, they are entitled to ask the council to take into account any extra day-to-day living expenses they incur due to their disability. These are called disability-related expenses, or DREs. Once DREs are approved they reduce the amount a person is charged towards the cost of their care.

We are proposing to change the process for dealing with DRE applications, in a number of ways:

- a) The DREs would be assessed as part of the financial assessment. Currently, they are dealt with after the financial assessment is completed. This means that people's charges would take account of DREs from the outset. The online financial assessment would be amended to allow DREs to be recorded alongside other financial data. The indicative charges provided by that online system would be subject to a review of the DREs being claimed. Appeals against DRE decisions would follow the same process as appeals against financial assessment outcomes.

- b) The proposed policy and rates document explain more about the reasonable checks we would apply to DRE requests. This is done in the interests of transparency and to reduce the number of unrealistic requests we receive.
- c) The list of expenses considered in the draft policy has been shortened to remove those which are rarely used. However, there is always an “other” option for individual cases.
- d) The list of expenses in the draft policy has been enhanced to show which costs we typically accept, which costs are excluded and what evidence we need.
- e) We are proposing to use standard rates for DREs where possible. This ensures consistency and speeds up the decision-making process. To establish typical expenses for heating, food, laundry etc, we will use external sources including:
 - the Office for National Statistics
 - NAFAO (the National Association of Financial Assessment Officers). Annually updated NAFAO guidance is used by many councils to set the standard for DRE rates. This helps us to assess how much of a person’s expenses are above the typical level. NAFAO also recommend standard rates, for example the cost of purchasing and maintaining different types of specialist equipment.
- f) The draft policy explains on what basis the rates will change annually.

What would be the impact?

This change would apply to anyone who is paying a contribution towards the cost of their care, and is receiving care at home, or short stays in a care home.

On 4th May 2023, 378 people were claiming DREs. This is around 23% of our non-residential care customers. However, we know that 70% of non-residential customers are claiming a disability benefit. This suggests that the option to reduce charges by claiming DREs is under-used.

We hope that the overhaul of the DRE process will have a positive impact by:

- a) raising awareness of DREs. We want to ensure that everyone who might be eligible for DREs knows how to make a claim. This may help people who are adversely impacted by other changes being proposed in the new policy
- b) making it clear which kinds of expense are eligible, and how much we consider is reasonable. Customers can then assess for themselves what DREs they are likely to be granted
- c) demonstrating that all customers are treated fairly and consistently
- d) ensuring that DREs are built-in to the person’s charges from the outset, instead of charging them a higher amount and having to adjust this down after the DRE application is processed.

- e) allowing customers to see (via the online financial assessment) their likely charge, including their DREs, at a much earlier stage of the process.
- f) maintaining a route for individual cases to be considered outside of the stated rates and guidelines
- g) merging the DRE appeal process with the financial assessment appeal process so that all concerns can be addressed together.

Staff guidelines relating to DREs would also be overhauled to ensure that customers receive consistent and correct advice about DREs.

Change 2: Changing the way we charge for care which is cancelled

What is being proposed?

We only charge for cancelled care if we incur costs. Recent changes in our provider terms and conditions allow us to simplify the way this is explained in the policy, and provide clearer examples of when someone is likely to be charged. Key points are:

- a) We propose not to charge for care which is cancelled because people are unexpectedly admitted to hospital, if the care is:
 - home care
 - day care
 - supported living
 - miscellaneous services (for example, transport)

This is a change from the existing policy when people could be charged for up to 7 days.

- b) People who cancel their home care, day care or miscellaneous services for reasons other than an unexpected hospital stay, without giving 24 hours' notice to the provider, may still be charged for one day. This will only apply if we have to pay for the cost of staff who could not be re-allocated.
- c) People who are away from care settings which the council continues to pay for during their absence, would still be charged for their care. This is usually because we need to keep their facilities open, for example placements in care homes, residential educational placements and Shared Lives.

What would be the impact?

This proposed change affects all customers but is most relevant to people receiving home care. This is because home care visits are most likely to be extended, cut short or cancelled, and generate a lot of invoicing queries.

During October, November and December 2022, 106 people had 1381 home care visits cancelled due to short spells in hospital of up to a week. These visits were charged for in many cases. In future, we propose that they will not be.

We expect the impact to be positive because:

- a) Anyone being admitted unexpectedly to hospital could have peace of mind that they will not be charged for any non-residential care which they are missing.
- b) Non-residential customers would now understand that they need to give their provider 24 hours' notice, to avoid being charged when they cancel their own care.

Change 3: Clarifying the timing of charges when care first starts

What is being proposed?

In cases where council-arranged care is required, we aim to get the care in place as soon as possible. However, the financial assessment (which works out how much the person can afford to pay for their care) can take longer. It may be a few weeks after care started, before we establish how much the person will be charged.

For residential care, we can charge a temporary, minimum amount while the financial assessment is taking place. However, this is not possible for non-residential care.

The main reason for delays in the financial assessment process is that people fail to provide the data we need. Work is underway to improve the support provided to help people understand what is needed and engage with the process. However, if no data is provided, we eventually have to start charging the full cost of the care.

We are proposing changes to the policy to make it simpler and clearer how this works. The key points are:

- a) If the financial assessment data is provided within 8 weeks of the council requesting it, we would complete the financial assessment. We would then issue charges dating back to the start date of the care.
- b) If 8 weeks have passed since the financial assessment data was requested, and we have not received the data or heard from the person explaining the delay, we would issue charges at the full cost of the care, dating back to the start date of the care. (Previously we only started charging from a maximum of 8 weeks before the financial assessment data was requested).
- c) After we start charging at full cost, if the person sends in their financial data, we would carry out the financial assessment. If this concludes that the person can only afford to pay a contribution to the full cost, we would adjust the charges already issued, back to the start of care, to reflect the new contribution amount. (This ensures that we do not leave any full-cost charges in place once we have established that the person cannot afford to pay them).

What would be the impact?

We anticipate the impact of this change to be very small. Only a few customers are not financially assessed within 8 weeks of their care starting. This is usually because they have not provided the required information or explained the delay, even after several polite reminders have been issued.

In such cases, those customers would be issued with full cost charges, backdated to the start of their care. Previously charges would have been backdated by at most 8 weeks. However, there will be very few cases where this makes a material difference.

The more positive impact is that if a financial assessment is completed after we start charging at full cost, and shows that the customer cannot afford to pay the full cost, their charges will be corrected right back to the start of care. Previously, they would only have been corrected back by at most 8 weeks, potentially leaving some full cost invoices still to be paid.

How can we mitigate the impact?

We now have an online financial assessment which offers two benefits relating to this policy change:

- (i) Customers could get an indicative amount of their contribution very early on, so they would know what their charges are likely to be while they wait for the financial assessment to be finalised, and can budget accordingly, and
- (ii) Customers could submit their data and documents online which speeds up the financial assessment process considerably.

In addition, we plan to improve the level of support provided to people who seem to be unwilling or unable to take part in the financial assessment process. The FAB team and social workers will work together to provide help, guidance and reassurance, with the aim of reducing the number of people who are charged at full cost “by default” to as close to zero as possible.

Change 4: Changing the method for calculating the cost of non-residential care, from an average rate to the actual cost.

What is being proposed?

We are changing the way we define the cost of non-residential care. Currently, in any given week, the cost of care is calculated as the actual amount of care delivered, multiplied by an average rate.

From April 2024 we propose to use the actual cost, which is the amount we pay the provider (excluding any VAT). This will generally be higher than the current average rate.

The aim of this proposed change is to remove an anomaly, where non-residential customers who can afford to pay the full cost of their care, are having some of their care costs paid for by the council. This frees up funds which can be spent on providing care for

people who cannot afford to pay the full cost of their care.

What would be the impact?

Residential care customers would not be affected, because residential care has been charged using the actual cost for many years.

Most non-residential care customers would not be affected because they are either exempt for charging, or are paying a contribution towards the cost of their care (the maximum amount they can afford, worked out by the financial assessment).

There are two groups of non-residential care customers who would be affected:

Group 1: People who are expected to pay the full cost of their care but have still asked the council to arrange their care. (These people will have assets over £23,250 or have chosen not to have a financial assessment). This is approximately 6% of our non-residential care customers, around 80-100 people.

Group 2: People who are paying the cost of the care because the cost is less than their assessed contribution (the maximum amount they can afford to pay, worked out by the financial assessment). This is approximately 16% of our non-residential care customers, around 220 people.

A detailed analysis has been carried out to assess the impact of this change on these two groups.

The full-cost customers in Group 1 would see an increase in their charges averaging 28%, although the range of increases is wide both in terms of amount and percentage. People in this group can afford to pay the full cost of their care, however due to the average charging method we have used up to now, they have not been charged the true full cost. This proposed change will rectify the situation and free up council funds to spend on care for people who cannot afford to pay for it.

The customers in Group 2 would see an increase in their charges averaging 19%. These people are being charged less than the maximum they can afford, and in most cases even after the charges are increased, they would still be charged less than the maximum they can afford. The worst case, for about 30 people, is that the cost of their care would now exceed their assessed contribution amount (from the financial assessment), so they would be charged their contribution from now on.

Both groups would, going forwards, be affected by any change in the rates we pay providers.

How can the impact be mitigated?

We recognise that a sudden increase in charges (even within the range of what people can in theory afford to pay) may cause difficulty for some people. There are several ways the impact could be managed:

- a) Between now and 1st April 2024 we would review the care provisions for the

full-cost customers with the highest charges and the biggest increase in charges. We would check that the provision is proportionate and not more than they need. We would also encourage them to complete a financial assessment if there is any possibility that this will reduce their charges.

- b) Customers could ask to be moved to a cheaper provider if they wish
- c) Full cost customers could decide to arrange their own care if they wish
- d) Customers paying the cost of their care because it is less than their maximum contribution, could ask for a direct payment instead and arrange their own care
- e) Temporary payment plans could be considered, to help people smooth out the impact of a large increase in their charges.
- f) In exceptional cases the council could agree to waive the whole cost of care if necessary

The impact of exposing non-residential customers to changes in our provider payment rates, would be eased by explaining how we manage provider rates, and annual increases, in the policy. In the case of home care, providers can only increase their rates annually, but can (and do) reduce their rates mid-year to be more competitive.

Change 5: Introducing charges for transport.

What is being proposed?

Up to now, any transport services listed on people's support plans which have been arranged by the council, have been provided free of charge. We now propose to charge for transport at the actual cost. This would bring us into line with most other councils, where charging for transport is the norm. The most common use of transport is to take people to and from day care.

By asking people who can afford it, to pay for their transport, we would have more funds for other care to be provided to people who cannot afford to pay for it.

It should be noted that we are one of the very few councils who do not currently charge for transport.

What would be the impact?

People who only pay a contribution towards the cost of their care, or are exempt from charging, would not be affected by this change.

The people who would be affected, are in the same two groups as in change 4 above:

Group 1: People who are expected to pay the full cost of their care but have still asked the council to arrange their care. (These people will have assets over £23,250 or have chosen

not to have a financial assessment). This is approximately 6% of our non-residential care customers, around 80-100 people.

Group 2: People who are paying the cost of the care because the cost is less than their assessed contribution (the maximum amount they can afford to pay, worked out by the financial assessment). This is approximately 16% of our non-residential care customers, around 220 people.

The number of existing customers in these two groups is very small – less than 10 people. The main purpose of the proposed change is to ensure that we charge transport to new customers, so long as the total cost of their care is still within the range of what they can afford (according to the financial assessment).

How can we mitigate the impact?

Firstly, the support planning approach is being reviewed to ensure that we are consistent in the way we define the need for council-arranged transport. Many customers have other options.

Secondly, the way we commission transport services is also under review, to ensure that we can obtain services at a competitive rate.

Finally, customers may choose to make use of friends / family / free community transport options to avoid having to pay these charges.

Change 6: Increasing the administration charges for processing deferred payment loans

What is being proposed?

Deferred payment loans are an option for people who need to move into a care home permanently, and have assets over £23,250 which are all tied up in a property which they do not want to sell. They can apply for a deferred payment loan, and if approved, they will need to complete a deferred payment agreement. The council will pay for their care, having obtained a “first legal charge” on the property so that the council can recover the loan amount when the property is eventually sold.

Interest is charged at a small rate set by the government, and the Care Act 2014 permits the council to charge the customer for the administration costs of operating the loan.

We are proposing to increase the existing setup fee, introduce an annual fee and add other fees which will apply only when specific circumstances arise. In all cases these fees are simply covering our costs, and in all cases, they can be added to the loan if required.

We have taken note of other councils’ fees to ensure that our proposed fees are within a normal range and not excessive.

Specific changes being proposed are:

- a) The one-off setup fee of £730 is increased to £990. (This reflects a more systematic analysis of the workload and increases in staff hourly rates since

2019). An extra fee of £50 would be added if a discretionary meeting is required to discuss an applicant who does not meet the mandatory criteria (for example, if they already have a charge on the property).

- b) A new annual administration fee of £200, to cover the cost of regular maintenance work including producing statements.
- c) An extra fee of £200 for re-valuing the property when the loan amount reaches 80% of the original equity.
- d) Other variable legal fees charged as incurred, in rare cases
- e) All fixed fees will be listed in the rates document which accompanies the charging policy, and increased annually in line with latest costs
- f) Final invoice to attract interest of 4% over the base rate if not paid within 6 months of being issued

What would be the impact?

People affected by this change would be the very small number of full-cost, residential customers who choose to enter a deferred payment agreement in the future. (Existing deferred payment customers would not be affected).

Typically, we have less than 10 new people per year who would experience the new, higher set up fee as well as the annual fees in due course.

Currently, the average weekly cost of care for the existing deferred payment customers is £1008.37. Therefore, the new fees are small values compared with the annual cost of care.

In addition, customers have the option to defer payment of the fees by adding them to the loan.

Change 7: Changing the rate used for the “Minimum Income Guarantee” for new customers aged between 60 and state pension age.

What is being proposed?

When the financial assessment is carried out to assess how much someone can afford to pay for their non-residential care, a key element is the Minimum Income Guarantee, or MIG. This is the amount of a person’s weekly income, which they need to keep for day-to-day living costs. It is set annually by the government, and takes into account the person’s age and level of disability (based on the kind of benefits they are claiming).

The most generous MIG rate is reserved for people of state pension age and over. However, for many years the council has been using this rate for any customers aged 60 or over.

We propose that from April 24, any new customers, and any existing customers aged 59 and under, would not be allocated the highest MIG rate until they reach state pension

age, which will be at the age of 66 or 67. Instead they would be allocated the lower MIG rate for people aged 25+.

What would be the impact?

Existing customers aged 60+ would not be impacted – we would continue to use the higher rate MIG they have already been allocated.

New customers aged 60-66 (there were 32 of these in 2022-23), and existing customers who turn 60 (there were 19 in 2022/23), would simply wait longer than they would have done, before they are allocated the higher MIG rate. This means their charges would be higher than they would have been without the proposed change, but would still be affordable, according to the government-set MIG rates.

No individual person would see any reduction in their MIG rate or increase in charges because of this change.

The increased income raised by this change would help fund other care packages.

Change 8: Improvements to the general structure and accessibility of the ASC Charging Policy document

What is being proposed?

The charging policy is based on the Care Act 2014 regulations and statutory guidance, which means it can be challenging to read and understand.

The Council has suggested edits to the document, to make it more accessible, by:

- a) simplifying the wording
- b) changing the order of information in the document so that it reflects the order of events for a new customer
- c) including more diagrams and examples
- d) including a glossary to explain terms which some people might not know
- e) collecting all the rates and fees we use into one Rates Document
- f) explaining how these rates and fees are updated each year

What would be the impact?

All adult social care customers would be affected by the proposed changes. This includes people whose care is arranged by the council, people receiving a direct payment, and carers.

The intention is that by making the policy easier to read, customers have a better understanding of how we work out what they can afford to pay, and how we calculate the

amount on their invoices.

We would also produce an Easy-Read version of this description of the changes, to ensure that people with Learning Disabilities are not excluded from understanding how charging works.

Potential Positive Impacts

The new ASC Charging Policy should be easier for both customers and staff to understand.

The focus on disability-related expenses (change 1) should raise awareness of this option, for people who feel their charges are excessive or who have challenges with the cost of maintaining their independence, due to a disability.

Most ASC home care customers will see less charges when care is cancelled, particularly when the cause is an unexpected admission to hospital (See change 2).

The council will recover more of its care costs, from people who can afford to pay more (according to the government formula which assesses how much people can afford). This increases the funding available for other customers' care.

Responsible Service Manager	Paula Johnston, Head of Quality, Governance and Professional Development
Date	23-Aug-23
Approved by Senior Manager	
Date	

Potential Impact

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
Age	<p>In the Southampton population, the age range of adults is:</p> <p style="padding-left: 40px;">82% aged 18-64 18% aged 65 and over</p> <p>However, for adult social care customers:</p> <p style="padding-left: 40px;">44% aged 18-64 56% aged 65 and over</p> <p>Older people are therefore a very significant cohort to be considered.</p>	

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
	<p>While the age profile for non-residential care customers is very similar to this, residential care customers are mainly older (75% are aged 65 and over), while direct payment customers are mainly younger (75% are aged 18-64).</p> <p>The following age-related impacts have been considered, in relation to the proposed changes:</p> <p>Firstly, older people are more likely to be retired and unable to top up their incomes by going out to work. Therefore, any increase in charges can have a significant impact. However, this is compensated for by the fact that government allowances for living costs increase with age, with the highest Minimum Income Guarantee rate for non-residential care being £214.35 per week in 2023-24.</p> <p>Secondly, a proportion of older people may be unable to access the new charging policy and the consultation questionnaire, online.</p> <p>Thirdly, change 7 directly impacts new customers aged 60 to pension age. Their charges will be based on the use of the minimum income guarantee amount for adults below state pension age rather than the more generous MIG rate for people of state pension age, which up to now we have given to anyone over 60. Because this change will not be applied to existing customers, no-one will see an actual increase in charges.</p>	<p>Hard copies of the policy and the questionnaire will be available on request, and the initial letters sent to customers (in the post) will include a phone number and email address to use, for requesting hard copies.</p> <p>Customers who find their charges unaffordable can consider claiming disability-related expenses (DREs), or appealing the outcome of their financial assessment.</p>

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
<p>Disability</p>	<p>60.4% of adult social care customers are claiming a disability benefit (disability living allowance, attendance allowance or personal independence payments).</p> <p>Breaking this down by care type, this figure is:</p> <ul style="list-style-type: none"> 95% for direct payment customers 70% for non-residential customers 37% for short term/respice residential care customers 27% for long-term residential care customers <p>The overhaul of the process for disability-related benefits (change 1) is therefore relevant to most of our customers and the general impacts have been covered above.</p> <p>Disabled people are most likely to require council-arranged transport and will therefore be affected by plans to start charging the cost of transport (see change 5). However, disabled customers who are only paying a contribution towards the cost of their care, will not be affected by this.</p>	<p>Many disabled customers claim a mobility component to their disability benefit which is intended to be used to help with the additional cost of transport.</p> <p>In addition, free and low-cost community transport services are available.</p>

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
Gender Reassignment	None of the changes proposed should have any impact on a person because of their gender reassignment status.	
Marriage and Civil Partnership	<p>When people are financially assessed, this is done by considering their personal financial circumstances in their own right. The only difference for people in a marriage or civil partnership is that:</p> <p>A) We assume each person gets a 50% share of any jointly assessed, means-tested benefit, for example Pension Credit.</p> <p>b) the partner has the option to share their financial details so that we can ensure they are not disadvantaged by the charges we expect the person to pay.</p> <p>When considering whether to take property into account during the financial assessment for someone moving into a care home permanently, the needs of any partner to have somewhere to live are considered.</p> <p>Beyond these points (which are not being changed), none of the changes proposed should have any impact on a person because of their marital status.</p>	
Pregnancy and Maternity	None of the changes proposed should have any impact on a person because of their pregnancy/maternity status.	
Race	<p>In the Southampton population, the ethnicity profile is:</p> <ul style="list-style-type: none"> • 11% Asian/Asian British • 3% Black / Black British 	

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
	<ul style="list-style-type: none"> • 3% Mixed • 81% White/White British • 2% Other <p>The profile for adult social care customers is:</p> <ul style="list-style-type: none"> • 4% Asian/British Asian • 2% Black / Black British • 2% Mixed • 89% White/White British • 3% Other/unknown <p>This suggests that some ethnicities are under-represented in the Adult Social Care customer base. The new Adult Social Care Strategy is seeking to address this by ensuring that we make our services accessible to all residents.</p> <p>None of the changes proposed should have any impact on a person because of their ethnicity.</p>	
Religion or Belief	<p>The breakdown of religion shows that of our 2,654 customers:</p> <ul style="list-style-type: none"> • 39% are Christian • 1% are Muslim • 1% are Sikh • 1% are Hindu • 3% state another religion • <1% are atheist • <1% are agnostic • 12% state “no religion” • 3.5% refused or could not say • 39% are unknown <p>None of the changes proposed should have any impact on a person because of their religion.</p>	
Sex	<p>In the Southampton population, 49% are female and 51% male.</p>	

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
	<p>Of our adult social care customers, 54% are female and 46% are male.</p> <p>The profile of direct payment and non-residential care customers is the same. However, people receiving short-term/respite residential are 59% female, 41% male. People in long-term residential care are 56% female, 44% male.</p> <p>None of the proposed changes should impact either sex more than the other.</p>	
Sexual Orientation	None of the changes proposed should have any impact on a person because of their sexual orientation.	
Community Safety	n/a	
Poverty	<p>The relative poverty of our customers has been assessed using the ONS Combined Index of Multiple Deprivation (IMD) 2019.</p> <p>The index indicates the level of deprivation in the local area someone lives in, based on multiple factors including income.</p> <p>This is the deprivation profile for Southampton residents overall – figures show the percentage of people living in the most deprived areas, then the slightly less deprived areas etc:</p> <ul style="list-style-type: none"> • Top 20% most deprived: 28% • Next 20%: 35% • Next 20%: 19% • Next 20%: 14% • 20% least deprived: 4% 	

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
	<p>The profile for adult social care customers is similar overall, except for people in residential care. This group has much lower numbers in the most deprived areas and more people in the least deprived areas.</p> <p>Another ONS measure, the Income Deprivation Affecting Older People Index (IDAOPI) was also checked. The results for the Southampton population were:</p> <ul style="list-style-type: none"> • Top 20% most deprived: 26% • Next 20%: 30% • Next 20%: 20% • Next 20%: 18% • 20% least deprived: 6% <p>Again, the pattern for our customers was similar, with the same exception for people in care homes.</p> <p>This difference between the IMD and IDAOPI profiles suggests that older people are overall slightly less deprived than the population as a whole.</p> <p>The amount we charge for care has a significant effect on people with low incomes. However, all the changes being proposed have been carefully considered to ensure that no one is required to pay more than they can afford. The government-set minimum income guarantee (for people living at home) and personal expenses allowance (for people in care homes) ensure that people are left with sufficient income to cover their reasonable day-to-day living costs.</p>	<p>Customers who consider that they are being charged more than they can afford, can:</p> <ul style="list-style-type: none"> • Claim disability-related expenses, to reduce their charges • Request an updated financial assessment, if their income/ assets/ expenses have changed • Appeal the outcome of their financial assessment • Request that charges are waived, in exceptional circumstances

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
<p>Health & Wellbeing</p>	<p>Ensuring customers’ health and wellbeing is at the core of adult social care practice.</p> <p>Change 1 (Improving information on disability-related expenses, and ensuring we apply these fairly) will support health and wellbeing.</p> <p>None of the proposed changes should impact adversely on anyone’s health and wellbeing.</p> <p>Customers who lack mental capacity to manage their financial affairs, which includes many of our Appointeeship customers, may require an Advocate to speak on their behalf during the consultation. An Advocacy service is available on request.</p>	<p>If discussion of charges and increases in charges causes anxiety, customers are urged to consider:</p> <ul style="list-style-type: none"> • Talking to their social worker • Seeking independent financial advice • Consulting useful web sites including those listed below. <p>Age UK website: Money and legal advice for seniors Age UK</p> <p>Independent Age</p> <p>Money Helper</p> <p>Society of Later Life Advisers - SOLLA</p> <p>Financing Later Life Care - Which?</p> <p>Getting financial advice - Citizens Advice</p>
<p>Care-Experienced</p>	<p>None of the proposed changes will target people with care experience, however we recognise that people in this group are more likely to be vulnerable and on a low income.</p> <p>During financial assessments, we already allocate 18–25-year-olds the more generous 25+ rate for the minimum income guarantee (leaving them with more income to spend on day-to-day living costs), and will continue to do so.</p>	
<p>Other Significant Impacts</p>	<p>No other significant impacts have been identified at this time following the consultation feedback.</p>	


DECISION-MAKER:	OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE		
SUBJECT:	MONITORING SCRUTINY RECOMMENDATIONS TO THE EXECUTIVE		
DATE OF DECISION:	12 OCTOBER 2023		
REPORT OF:	SCRUTINY MANAGER		
<u>CONTACT DETAILS</u>			
Executive Director	Title	Executive Director – Corporate Services	
	Name:	Mel Creighton	Tel: 023 8083 3528
	E-mail	Mel.creighton@southampton.gov.uk	
Author:	Title	Scrutiny Manager	
	Name:	Mark Pirnie	Tel: 023 8083 3886
	E-mail	Mark.pirnie@southampton.gov.uk	
STATEMENT OF CONFIDENTIALITY			
N/A			
BRIEF SUMMARY			
This item enables the Overview and Scrutiny Management Committee to monitor and track progress on recommendations made to the Executive at previous meetings.			
RECOMMENDATIONS:			
	(i)	That the Committee considers the responses from the Executive to recommendations from previous meetings and provides feedback.	
REASONS FOR REPORT RECOMMENDATIONS			
1.	To assist the Committee in assessing the impact and consequence of recommendations made at previous meetings.		
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED			
2.	None.		
DETAIL (Including consultation carried out)			
3.	Appendix 1 of the report sets out the recommendations made to the Executive at previous meetings of the Overview and Scrutiny Management Committee (OSMC). It also contains a summary of action taken by the Executive in response to the recommendations.		
4.	The progress status for each recommendation is indicated and if the OSMC confirms acceptance of the items marked as completed they will be removed from the list. In cases where action on the recommendation is outstanding or the Committee does not accept the matter has been adequately completed, it will be kept on the list and reported back to the next meeting. It will remain on the list until such time as the Committee accepts the recommendation as completed. Rejected recommendations will only be removed from the list after being reported to the OSMC.		

RESOURCE IMPLICATIONS	
<u>Capital/Revenue</u>	
5.	None.
<u>Property/Other</u>	
6.	None.
LEGAL IMPLICATIONS	
<u>Statutory power to undertake proposals in the report:</u>	
7.	The duty to undertake overview and scrutiny is set out in Part 1A Section 9 of the Local Government Act 2000.
<u>Other Legal Implications:</u>	
8.	None
RISK MANAGEMENT IMPLICATIONS	
9.	None.
POLICY FRAMEWORK IMPLICATIONS	
10.	None
KEY DECISION	No
WARDS/COMMUNITIES AFFECTED:	None directly as a result of this report
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	Monitoring Scrutiny Recommendations – 12 October 2023
Documents In Members' Rooms	
1.	None
Equality Impact Assessment	
Do the implications/subject of the report require an Equality and Safety Impact Assessments (ESIA) to be carried out?	No
Data Protection Impact Assessment	
Do the implications/subject of the report require a Data Protection Impact Assessment (DPIA) to be carried out?	No
Other Background Documents Equality Impact Assessment and Other Background documents available for inspection at:	
Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
1.	None

Overview and Scrutiny Management Committee: Holding the Executive to Account

Scrutiny Monitoring – 12 October 2023

Date	Portfolio	Title	Action proposed	Action Taken	Progress Status
14/09/23	Adults, Health & Housing	Holcroft House Options	1) That, for the Cabinet meeting on 19 September, clarity is provided around the specific works that have been identified as being required that have necessitated the increase in both the costs of the project and the timescales involved.		
			2) That the questions raised by Unite relating to Holcroft House are circulated to the Committee.	Circulated by Scrutiny Manager – 15/09/23	Completed
			3) That the Committee are provided with written clarification with regards to the suggestion that resources may have been transferred from the Holcroft House budget to support the maintenance of the Glen Lee building.		
			4) That the Committee are provided with an audit trail of the decision made by the Cabinet Member to halt the fire safety remediation works in January 2023. The audit trail should include the forum for the decision, and how the decision was made.		
14/09/23	Environment & Transport	Draft Climate Change Strategy	1) That, to improve understanding and potentially raise revenue, consideration is given to offering Carbon Literacy Training to Green City Charter partners.	The current training programme has a council focus therefore would be unsuitable for businesses in its current form, however we will continue to develop the training programme and will seek opportunities in the future to add value by disseminating to a wider audience. The Economic Development team are currently running training specifically targeting local SMEs (Net Zero	Completed

Date	Portfolio	Title	Action proposed	Action Taken	Progress Status
				<p>360) Net Zero 360 SBSS (evolutive.co.uk)</p>  <p>The graphic is a green and white poster for 'Net Zero 360'. It features a bar chart icon at the top left with the text 'SOLENT BUSINESS & SKILLS SOLUTIONS'. The main title 'Net Zero 360' is in large white font. Below it, the text reads: 'Become a sustainability pioneer. Net Zero 360 is a development programme specifically designed for SME-sized organisations and consists of two half-day free workshops a week apart.' It lists the location as 'BIPC, Central Library Southampton' and the dates 'Workshop 1 - 26th September' and 'Workshop 2 - 3rd October'. The time is '10:00 - 13:30'. At the bottom, it says 'To learn more or sign up to this exciting new programme, head to the link in this post.' The right side of the graphic shows a glass building facade.</p>	
			<p>2) That, to change behaviours, consideration is given to opportunities to discuss sustainable transport options with religious leaders in the city.</p>	<p>The Sustainable Transport team have previously undertaken small scale funded projects working with certain demographics – for example engagement with Muslim women to develop cycle skills sessions that meet their needs. However, this has been more cultural considerations not solely religious ones.</p> <p>The team agree that the idea of engaging with travel behaviours through religious leaders is a sound one, for example through working on sustainable travel plans through the Eco Church network. As part of their future Communities Programme, they will explore opportunities to engage with these communities, including funding and resource options.</p>	Completed