

CABINET

21 May 2024

Title: Contract for Provision of SEND and Children's Social Care Transport	
Report of the Cabinet Member for Children's Social Care and Disabilities	
Open Report	For Decision
Wards Affected: All	Key Decision: No
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Accountable Director: April Bald, Operational Director Childrens Care and Support	
Accountable Executive Team Director: Elaine Allegretti, Strategic Director, Children and Adults	
Summary: <p>The Council has a legal duty to ensure travel assistance for “eligible children” as they consider necessary to facilitate their attendance at school (s508B Education Act 1996 (EA 1996). The term “eligible children” is defined at Schedule 35B of the Education Act 1996. Children and young people with special educational needs and/or disabilities may be considered as “eligible”.</p> <p>The Council has a further statutory duty to provide social care support under the Care Act 2014 to vulnerable adults who qualify for support under the national eligibility criteria, both for those who cannot fund their care but also for those who can.</p> Home to School travel <p>Every Local Authority has a duty to publish their policies that set out how the Council will provide support to some of our most vulnerable families with travel to and from school each day. More specifically this requirement extends to the publication of two distinct policies, as follows:</p> <ol style="list-style-type: none">1. The Council policy for providing home to school travel assistance for children and young people with special educational needs and/or disabilities (SEND); and2. The Council policy for providing travel assistance and/or support for young people aged over 16 when travelling to or from further education. <p>Both policies are written in accordance with Department for Education statutory guidance and are underpinned by requirements as set out in the Education Act. This report introduces the current reiterations of these policies, as we are required to do so on an annual basis. The home to school travel assistance policy for children and young people with SEND remains unchanged following review; the post-16 travel assistance policy has been updated (and details of this update will be outlined in this report).</p>	

Children's Social Care Transport

In the past year there has been an increase in demand of providing travel support for young people in care to the Local Authority. These requests range from a young person attending supervised contact, a young person or families moving placement/homes (removals), a young person needing secure transport and young people moving to their first home.

The support previously provided was met within the home to school transport contract, however, with the increase in demand and the increased number of eligible children in receipt of travel assistance to school this has had an impact on the available resources in the current framework contract.

Due to the increase in demand and the complexity of the requests there has been an increase in use on the current framework contract. Additionally, there is limited availability due to the existing commitments in the mornings and afternoons for the pickup and drop offs at schools or transporting children to family contact sessions; therefore, a new framework model is necessary to include all areas which will be broken down into separate Lots.

The aim of the new service is to provide safe, sensitive, and reliable travel solutions for Service Users identified by Children's Services.

Recommendation(s)

The Cabinet is recommended to:

- (i) Approve the procurement of a four-year framework contract for the provision of SEND and Children's Social Care Transport services to ensure that the Council met its statutory responsibilities under the Education Act 1996 and Care Act 2014, in accordance with the strategy set out in the report; and
- (ii) Authorise the Strategic Director, Children and Adults, in consultation with the Cabinet Member for Children's Social Care and Disabilities, the Strategic Director, Resources and the Head of Legal, to conduct the procurement and award and enter into the contract(s) and all other necessary or ancillary agreements to fully implement and effect the proposals.

Reason(s)

- To support the Council's priorities in ensuring residents are safe, protected, and supported at their most vulnerable (Priority 2: LBBB Corporate Plan 2023 - 2026).
- To ensure that the Council is meeting its statutory duty to provide home to school travel assistance for those that meet the eligibility criteria.
- To support the Council's Vision to "protect the most vulnerable keeping Adults and Children healthy and safe."
- To provide an appropriate, best-value service that delivers excellent outcomes for children and young people in care.

1. Introduction and Background

- 1.1 LBB Social Care frequently need to use taxis to transport service users to appointments. Historically, any travel requirements were met through the SEND framework contract that is currently in place for home to school transport. With the implementation of the brokerage service, all requests for travel assistance are submitted through to the brokerage team who look at the most cost effective and efficient way of providing the support needed. This included the use of public transport.
- 1.2 Due to the increase in demand and the complexity of the requests there has been an increase in use on the current framework contract. Additionally, there is limited availability due to existing commitments in the mornings and afternoons due to pick up and drop off at school or transporting children to family contact sessions - many of which are at a similar time; therefore, a new framework model is necessary.
- 1.3 This increase in demand is also due to an increase in children in care placements where family contact is required, and it is essential that we have sufficient providers to meet this increased demand to meet this statutory requirement to preserve the stability of care placements for these children.
- 1.4 In addition, the cost-of-living crisis is causing families to need extra support for transport expenses.
- 1.5 Brokerage also frequently receive requests to transport service users when moving home. For example, when a Care Leaver moves from one placement to another. LBB currently has a contract with Crowns for house removals, but they are a large removal company that would be booked for full house moves and therefore not cost effective for smaller removal tasks.

Home to School Transport

- 1.6 Local authorities have a statutory duty to provide travel assistance to every young person that meets the eligibility criteria as set in the home to school transport policy and the post 16 transport policy.
- 1.7 The provision of home to school transport can take a variety of forms, however, with the increasing demand and complexity of needs of the young people needing access to this service the internal transport provision (Passenger Transport Service) has insufficient resources and bespoke service to meet the needs of all children and young people that are eligible. In January 2024 the in-house Passenger Transport Service (minibuses) were only able to cover school routes for 260 children. Hence, the need to commission this service externally with Providers for the remaining 315 children.
- 1.8 The increase in demand of these services relate to the increase in special school places including additional resourced provisions, an increase in children with complex needs moving into the borough where a school is named on the ECH plan and there is no available suitable school place is available. There is also an increase to provide individual bespoke travel solutions for young people where their needs are such that they cannot travel with others.

- Department for Education - Home to School Travel and Transport Statutory Guidance <https://www.gov.uk/government/publications/home-to-school-travel-and-transport-guidance>
- Department for Education - Transport to education and training for people aged 16 and over <https://www.gov.uk/government/publications/post-16-transport-to-education-and-training>

Current demand

Taxi services for home to school transport

- 1.9 The Internal service provided by Passenger Transport Service is used to transport children and young people to and from school but, as detailed above, is unable to meet the demand for all home to school travel. This service is delivered internally and is not part of this tender.
- 1.10 In order to meet the additional need other travel arrangements are offered as alternatives to encourage independence and to enable savings to be made:
- Independent travel
- 1.11 We have more children and young people aged year 7 and above, these are all referred for travel training to give them more independence going into adult life. Our contracted provider offers each child/young person a 12-week course to enable them to travel to and from school independently. This is not part of this tender and we will not be seeking providers for this element as a contract is already in place. This information has been provided primarily for information purposes. As this offer promotes savings, we will continue to encourage parents and carers to take up this offer where possible.
- Direct payments
- 1.12 This allows families to make travel arrangements that suit their family's needs. This can include families paying for breakfast/after school clubs for siblings to allow families to assist the eligible child to get to and from school. This gives them more flexibility on a day-to-day basis. This is also offered when there are challenging behaviours on the buses and taxis where a child is unable to be transported in a safe way. This has increased over the last 3 years due to the increase in numbers of children showing challenging behaviour. We will not be seeking providers for this element. This information has been provided primarily for information purposes. As this offer promotes savings, we will continue to encourage parents and carers to take up this offer where appropriate.
- Mileage
- 1.13 This is payments made to Parents/Carers who transport their children and young people to school. This is our most cost-effective travel offer. This has increased over the last 3 years due to the increase in numbers of children eligible (approximately an extra 150 to 200 children). We will not be seeking providers for this element. This information has been provided primarily for information

purposes. As this offer promotes savings, we will continue to encourage parents and carers to take up this offer where possible.

Home to school Transport

Travel by type	21/22	22/23	23/24
Independent travel	£71,696.00	£120,000.00	£125,820
Direct Payments	£214,646	£335,253	£335,864
Mileage	£27,945.87	£43,797	£65,324
Totals	£314,287.87	£499,050.00	£527,008.00

Children's Social Care Travel Assistance

1.14 This Strategy Report is requesting permission to seek providers to deliver the services below:

Taxi Services

1.15 These are those providers used to transport children and young people to and from school. The spend on this has remained consistent.

Additional Transport Requests

1.16 These requests range from a young person attending supervised contact, a young person or families moving placements or to their new homes.

Secure

1.17 These are Providers who are procured to securely transport children and young people at risk of absconding. This can be to move them to a new placement or to and from Court appearances. The number of requests has increased by 4 or 5 per year; however, the cost has increased significantly.

Travel by type	21/22	22/23	23/24
Taxi services	£2,159,503	£2,072,989	£2,260,946
Additional Transport Requests (removals)	£220,842.46	£333,296.58	£229,440.87
Secure	£10,694.33	£10,227.45	£15,490.00
Totals	£2,391,039.79	£343,524.03	£2,416,513.03

2. Proposed Procurement Strategy

2.1 Outline specification of the works, goods or services being procured.

2.1.1 The service being procured is for the provision of Travel Assistance for the following areas these will be separate lots:

- Taxi services for Home to School Transport for children and young people SEND and/or Disabilities this includes travel for post 16 students with SEND and/or Disabilities
- Additional transport requests for the support of Children's Social Care

- Removal Services
- Secure Transport

2.1.2 The aim of the service is to provide safe, sensitive and reliable travel solutions for Service Users identified by Children's and Adult Services. Their needs are a key factor for this contract and are as follows:

Safe: The safety of each Service User under your care is the most important element. It should be evident in every aspect of the service including staff employment, training and processes, and vehicle procurement and maintenance.

Sensitive: Contractors and their staff should understand the needs of the Service User groups and treat them appropriately. Staff turnover and variations in their schedules should be minimised to relieve or prevent anxiety amongst vulnerable Service Users.

Reliable: Vehicles must arrive at the right location and on time, every time.

2.1.3 The Contract covers the transportation of Service Users on various regular scheduled journeys using specialist vehicles. Because of these needs, all journeys will require that a Passenger Assistant be provided to accompany them. The Contractor will supply the Council's Authorised Officer with the identity of all the Drivers and Passenger Assistants (including possible replacements) at least 5 working days prior to the commencement of this Contract. Details will include:

- Driver's name, DBS Reference number and date of issue;
- Passenger Assistant's name, DBS reference number and date of issue;
- Names and DBS references of any other personnel that may be used to deliver the front-line service.

2.2 **Estimated Contract Value, including the value of any uplift or extension period.**

2.2.1 The contract will be a Framework Contract that will have no minimum value. No commitment to expenditure by the Council will be stipulated within the contract itself. Expenditure will only be incurred when referrals are made.

2.2.2 The projected spend for the 5 year period covering 2024-25 to 2028-29 is £23.8m, this has been calculated by using the average increase in spend for the last couple of years and adding increases to allow for the new prices as part of the tender exercise (anticipated at £1.4m per year), plus £0.2m per year for transport services to/from a new school that is set to open in September 2025.

2.3 **Duration of the contract, including any options for extension**

2.3.1 The Framework Agreement will be for a period of four years.

2.4 **Is the contract subject to (a) the Public Contracts Regulations 2015 or (b) Concession Contracts Regulations 2016? If Yes to (a) and contract is for services, are the services for social, health, education or other services subject to the Light Touch Regime?**

2.4.1 Yes, The Contract is subject to the Public Contracts Regulation and the contract is considered a 'light touch regime contract' under current procurement legislation. As

the procurement will be undertaken under the Light Touch Regime, it will be subject to the full rigor of the Public Contracts Regulations 2015, and we will ensure that the procurement is open, transparent, and fair.

2.5 Recommended procurement procedure and reasons for the recommendation

2.5.1 The tender procedure will be conducted in compliance with the Council's Contract Rules. Framework Agreements/Contracts - Procurements from Frameworks are exempt from the full application of the Contract Rules (March 2023), provided the framework has been properly procured under the Regulations and the procurement is made in accordance with the Framework's terms and conditions. Contract Rule 10.2 will be adhered to.

2.5.2 This will be a single stage tender using the Open Process. The tendering of this service will be advertised on Find a Tender, the Council's e-tendering portal (Bravo), Contracts Finder and the council's website following the open process.

2.5.3 There are a number of advantages to a contractual framework over spot-purchasing:

- Good practice and training opportunities can be shared amongst providers and forums held with local partners.
- Good quality services should lead to more consistent, needs-focused service provision for families.
- A pre-agreed pricing structure that commits the Providers to maintain their base prices across the term of the contract, which has proven successful under the current framework.
 - Prices have remained the same and good working relationships have been built with Providers to maintain the current rates and this will encourage the Providers to continue to provide the 'best price' to LBBD under the new framework.
 - If we were to cost comparison the rates on the framework to spot purchasing, there would be a significant difference in the projected spend. This would be a disadvantage to LBBD's current financial situation, although this tender is not based on cost saving.
 - It would be fair to acknowledge that the current framework has kept pricing consistent when rates should have been higher, which has effectively saved LBBD money. If we were to spot purchase now instead of continuing a successful framework we would lose trust in providers, incur greater costs and potentially be in a position whereby we could not deliver the effective service that we have been doing for the last four years.

2.5.4 A Framework Agreement, would have additional advantages. It would not oblige the Local Authority to purchase any particular volume from a provider. The Council will select suppliers to provide services via a "direct call-off". If a direct "call off" is not feasible then a mini competition will be held with the providers within the specific category to ensure that the most suitable provider is selected, the selection will be based on price, quality, and the needs of service users.

2.5.5 The Framework Agreement will be advertised (as above) and London Borough of Barking and Dagenham will invite expressions of interest from suitably qualified

providers interested in joining a Framework Agreement to provide services. Interested parties will be invited to tender on the basis of a compliant tender.

2.5.6 Providers will be required to submit Tender Submission Documents via the Council's e-tendering portal (Bravo) link and will be asked to meet minimum standards, as well as completing method statements responding to set questions under the following headings as to how they will deliver services outlined in the specification.

- Service, Delivery and Design
- Recruitment, Expertise and Credentials
- Health, Safety and Safeguarding
- Quality Assurance
- Equalities

2.5.7 A pricing schedule will also be completed by Providers which will reflect the current financial situation, including ULEZ and updating the vehicles to be compliant with carbon emissions. Corporate Procurement will work with the Service to ensure the correct balance is found between ensuring the tender documents are 'light' enough to not be perceived as a barrier to local and/or SME providers, whilst also being robust enough to ensure that the correct quality/price is achieved. When we advertise, we will advise Providers that vehicles must be ULEZ compliant so that there are no additional charges. We will also encourage the use of electric or hybrid vehicles to reduce carbon emissions in the borough. At present we do not get any costs passed on for these and currently there are safer streets in place around the borough, we receive exemption passes for the Providers through the SSE team.

2.5.8 Providers will also complete a Social Value assessment which will identify a commitment to a minimum of two themes set out in LBBB's Social Value Policy in line with the goals of the borough manifesto.

2.5.9 An evaluation of all full and compliant tenders received will take place once the deadline has passed for submission. To ensure that the quality of the service is satisfactory, there will be a pass threshold and a minimum quality and price score that provider(s) must meet to be admitted on to the Framework. This approach will ensure that only providers that are of good-quality and are price-competitive are placed on the framework.

2.5.10 Following the evaluation of the tenders, providers will be advised if they have been successfully placed on the Framework. This will result in a shortlist of preferred providers.

2.5.11 It is anticipated that this re-tender will be advertised in June 2024 with the tender exercise and contracts awarded by Sept 2024.

Proposed Procurement Timetable

Activity	Completion Date
Prior Information Notice	22 May 2024
Advertise Tender on Bravo	29 May 2024
Deadline for provider Queries	23 June 2024
Tender closes	27 June 2024
Download Tenders from Bravo	28 June 2024
Evaluation of Tenders	8 July 2024
Provisional notification of successful providers	9 July 2024
Alcatel (10-day standstill period)	18 July 2024
Award Report – sign off	25 July 2024
Send Contracts to successful providers for signing	1 August 2024
Contract Start Date	1 August 2024

2.6 The contract delivery methodology and documentation to be adopted.

2.6.1 The contract will be delivered by external providers.

2.7 Outcomes, savings and efficiencies expected as a consequence of awarding the proposed contract.

2.7.1 There will be no direct savings relating to service provision however, the service will play a significant role in assisting the Council to fulfil its commitment to support the Councils priorities in ensuring residents are safe, protected, and supported at their most vulnerable.

2.8 Criteria against which the tenderers are to be selected and contract is to be awarded.

2.8.1 The price/quality ratio upon which contracts will be awarded will be 45% Quality, 45% Price, 10% Social Value. Providers will be ranked based on their tender submission and presentation scores.

2.8.2 This price/quality split has been arrived at to ensure a framework of providers of sufficient quality will equal weighting on the Price to allow for Contracts to be awarded based on the most economically advantageous tender. The Tender documentation will make it clear that no direct award will be made to those organisations that are too expensive and we will be able to award based on price at the call-off stage if this is more tangible.

2.8.3 The evaluation of the Tenders will include key operational colleagues to take part in the evaluation of the Tender Submission Documents (method statement) to ensure that the quality, price and social value delivery is satisfactory.

2.8.4 Discussion with Legal and Procurement colleagues will take place to ensure the scoring for each method statement heading (Service Delivery and Design, Recruitment Expertise and Credentials, Health Safety and Safeguarding and

Quality Assurance and Equality) is compliant. There will be a pass threshold and a minimum quality score will be set that provider(s) must meet to be considered for the Framework.

2.8.5 Once a decision has been made to notify bidders of contracts to be awarded, a 10-day Alcatel standstill period will commence (in compliance with the Public Contracts Regulations 2015), to give suppliers an opportunity to challenge the decision.

2.9 **How the procurement will address and implement the Council's Social Value policy.**

2.9.1 Social Value will contribute to 10% of the overall scoring during the evaluation.

2.9.2 LBBD's social value toolkit will be shared as part of the Tender Documents. Providers will be given two social value themes to focus as part of the Social Value Toolkit 'Investment in Local People' and 'Investment in Local Economy' as it is felt that these themes will have greater impact and be more achievable for both local and out of borough providers who may apply.

2.9.3 Providers will be expected to complete method statements and delivery plans which will be provided as templates on the Method Statement document, outlining clear and measurable outputs, timescales and information on who will be responsible for overseeing the delivery.

2.9.4 Successful providers will be subject to monitoring which will oversee how the provider is meeting their Social Value commitments outlined in their social value delivery template and method statement.

2.10 **How the Procurement will impact/support the Net Zero Carbon Target and Sustainability**

2.10.1 Providers will be subject to Net Zero Carbon Audits and will be required to demonstrate their Carbon Reduction Plans. These will be factored into the new terms and conditions of the Contract.

3. **Options Appraisal**

3.1 **Option 1: Spot Purchase**

3.1.1 The Council could spot purchase these services from their current suppliers. There would be a high degree of financial risk associated with this option, as spot purchasing will often be the most expensive method of purchasing. This could expose the Council to potential price increases and deficit budgetary positions. This method of purchasing does not require a long-term contract; therefore, suppliers could change their terms with little or no warning which could essentially impact on the quality, continuity, and consistency of the service being delivered to our service users.

3.1.2 Without contracts in place, we cannot enforce DBS (Disclosure and Barring Service) checks being mandatory, or that service providers have the correct policies and procedures in place. This option is not recommended.

3.2 **Option 2: Join an existing Framework Agreement**

3.2.1 There are no suitable existing frameworks in place that the LBBD can call-off.

3.3 **Option 3: Framework Agreement.**

3.3.1 It is felt the best viable option for the service is to carry out a full procurement exercise for travel. Having multiple providers on a framework also helps to drive costs down as providers are competing against each other.

3.3.2 There are a number of advantages to a contractual framework over spot-purchasing:

- Good practice and training opportunities can be shared amongst providers and forums held with local partners.
- Good quality services should lead to more consistent, needs-focused service provision for families.
- A pre-agreed pricing structure that commits the providers to maintain their base prices across the term of the contract.

3.3.3 A Framework Agreement, would have additional advantages. It would not oblige the local authority to purchase any particular volume from a provider. The Council will select suppliers to provide services via a "direct call-off". If a direct "call off" is not feasible then a mini competition will be held with the providers within the specific category to ensure that the most suitable provider is selected, the selection will be based on price, quality, and the needs of service users.

3.4 **Option 4: Use the internal Council Passenger Travel Service**

3.4.1 The option is not viable as the current in-house minibus service (PTS) is only able to cover less than half of the of the school routes for home to school transport. Also, the minibus vehicles are not suitable for small removal jobs and journeys to and from contact for children.

4. **Waiver**

4.1 Not applicable.

5. **Consultation**

5.1 Consultation has taken place between Commissioning, Brokerage and procurement and legal colleagues.

5.2 The proposals in this report were considered and endorsed by the Procurement Board at its meeting on 15 April 2024.

6. Corporate Procurement

Implications completed by: Francis Parker – Senior Procurement Manager

- 6.1 The proposed route to market is compliant with the Public Contract Regulations and the Councils contract rules.
- 6.2 An Open tender process is likely to yield the best value for money to the Council and will encourage the widest participation in the procurement process.
- 6.3 Officers must ensure that they have calculated the contract value as accurately as possible. Taking into account potential increases in demand as well as the likely uplift in contract rates due to large inflationary pressures over the previous four years of the current contract.

7. Financial Implications

Implications completed by: Antony Envoldsen-Harris, Finance Business Partner

- 7.1 The projected spend for the 5 year period covering 2024-25 to 2028-29 is £23.8m, this has been calculated by using the average increase in spend for the last couple of years and adding increases to allow for the new prices as part of the tender exercise (anticipated at £1.4m per year), plus £0.2m per year for transport services to/from a new school that is set to open in September 2025. Full projection as follows:

	2024/25	2025/26	2026/27	2027/28	2028/29	Total 5 Year Spend
<i>Base Spend</i>	3,195,885	3,358,885	3,521,885	3,684,885	3,847,885	17,609,424
<i>New Tender</i>	700,000	1,400,000	1,400,000	1,400,000	700,000	5,600,000
<i>New School</i>		100,000	200,000	200,000	100,000	600,000
Total	3,895,885	4,858,885	5,121,885	5,284,885	4,647,885	23,809,424

- 7.2 The increase in cost will be met from the agreed budget for SEND transport in 2024/25 onwards, with a uplift having been agreed as part of budget setting to meet the current demand.

8. Legal Implications

Implications completed by: Lauren van Arendonk, Acting Principal Contracts and Procurement Lawyer, Law & Governance

- 8.1 This report seeks to approve the open procedure process procurement for the establishment of a Transport Framework for SEN children.
- 8.2 The procurement is subject to the Light Touch Regime (“LTR”) and its value is over Light Touch threshold. The LTR applies to health care, social care, education, cultural and certain other services defined in the regulations by CPV codes, noting

that home care is a service provided directly to individuals or groups of people as set out under Schedule 3 of the Public Contract Regulations (“PCR 2015”).

8.3 Under Regulation 76 of PCR 2015, the LTR affords a higher degree of flexibility in respect of how a contracting authority may procure services. Under the LTR, an authority can design its own procedure, provided that it complies with principles of equal treatment and transparency (reg 18 of PCR 2015) and sets proportionate and reasonable timeframes for the procurement process. Regulation 33 of PCR 2015 permits framework agreements as a valid route to market and stipulates that a framework agreement shall have a maximum term of four years, unless exceptional circumstances apply. In this instance, no exceptional circumstances apply. The proposal is for all call off contracts to be direct awarded, rather than the option to run mini competitions.

8.4 The Council shall have the option but no obligation to call off the services available on the Framework Agreement. Therefore, there is no guaranteed value or volume of work under this Framework Agreement. Subject to the compliance and adherence to Contract Rules and the PCR 2015, this procurement can be approved.

9. Other Implications

9.1. **Risk and Risk Management** - A risk assessment has been undertaken highlighting keys areas of risk associated with tender and procurement process. See table below:

Risk	Likelihood	Impact	Risk Category	Mitigation
Delay to/ failed procurement process	Low	High	Medium	Set and monitor realistic implementation timetable, ensure legal and procurement compliance, clear escalation pathways of any potential delay
No appropriate bids received	Low	High	Low	Current suppliers have demonstrated appetite to submit bids. Standard Selection Questionnaire – Eligibility Questions will be posed, to avoid bids that do not meet criteria required. Currently have suppliers we can spot purchase from, however will need to negotiate costs if these are increased.
Challenge of contract award decision by unsuccessful provider(s)	Low	High	Medium	Alcatel 10-day standstill period to be implemented. Procure contract in line with Council's contract rules and EU Public Contracts Regulations. Ensure documentation is kept. ITT to detail procurement approach and transparent process. Stick to the timeframes given. Ensure that communication is consistent.

- 9.2 **TUPE, other staffing and trade union implications** – Not Applicable
- 9.3 **Corporate Policy and Equality Impact** - As part of the procurement process, an Equalities Impact Assessment (EIA) Screening Tool has been completed and is attached at Appendix 1.
- 9.4 **Safeguarding Adults and Children** - The Children Act 1989 requires Local Authorities to provide services for children in need for the purposes of safeguarding and promoting their welfare.
- 9.5 **Business Continuity / Disaster Recovery** – As this is a Framework Agreement, we will have the option to 'call off' with other providers on the Framework.

Public Background Papers Used in the Preparation of the Report: None

List of appendices:

- **Appendix 1** - Equality Impact Assessment Screening Tool