

Transport for London Audit and Assurance Committee

Internal Audit reports issued in Q2 2021/22

Appendix 2

- There were 10 reports issued during the quarter

Enterprise Risk	Directorate	Ref	Audit title	Summary of Finding	Conclusion	H	M	L
ER02 Protecting the wellbeing of our employees	Human Resources	21 008	Headcount Controls Process	The medium priority issues identified were as follows: - Robust local headcount controls limit the value and need for checks to be undertaken by both the HR Strategic and Governance team and Chief People Officer; - Time consuming and labour intensive processes; - Review requirements not being met or prioritised by business areas, risks inaccurate or irrelevant standards, policies and procedures being used; - A large volume of documents in TfL's Management System (TMS) library are overdue for review. Automatic reminder notifications from the TMS have been disabled and there is no risk based approach on where to concentrate efforts.	Adequately Controlled	0	2	0
ER03 Major service disruption	London Underground	21 011	Engineering Resource Model	There was one medium issue around inadequate resource forecasts from the business.	Adequately Controlled	0	1	3
ER07 Financial sustainability	Customers, Communication and Technology	21 056	Thales' Annual Financial Report for the Connect Contract	We have only been able to provide reasonable assurance on one aspect of the areas we reviewed (verification of data). However, the information we have obtained for the other areas (cost verification, variances, services deliver and explanation of costs) provides a good basis for management, which is best placed to undertake further investigation of these areas.	Memo	0	0	0
ER07 Financial sustainability	Customers, Communication and Technology	21 024	ACE-funded projects: The Cultural Recovery Fund Part 2	The London Transport Museum (LTM) successfully applied to the Arts Council England (ACE) for a second grant of £875,000 towards its running costs. This was for the period April-June 2021. Certain conditions had to be met before payment was made; one of which was a certified statement of income and expenditure. Internal Audit confirmed that the statement, in all material aspects, accurately reflects the LTMs income and expenditure during the period April-June 2021.	Memo	0	0	0

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ER07 Financial sustainability	Finance	20 612	Management of the Procurement and Supply Chain Improvement Programme (Phase I)	The expected controls, systems and processes are adequate for the effective management and delivery of the Procurement and Supply Chain Improvement Programme. On this basis, we have concluded that the control environment for this area is adequately controlled.	Adequately Controlled	0	0	0
ER07 Financial sustainability	Finance	21 025	Bank reconciliations	No issues were identified in this review. Key controls over bank reconciliations were found to be well designed and operating effectively.	Well Controlled	0	0	0
ER13 Governance and controls suitability	General Counsel	21 055	BEIS white paper	We reviewed the Department for Business, Energy and Industrial Strategy (BEIS) White paper and drafted a response to BEIS on behalf of TfL. Should this become legislation there are a number of areas which would impact TfL.	Memo	0	0	0
ER14 Opening of the Elizabeth Line	Crossrail	20 504	Alternative Delivery Model Strategy	There was one high priority issue which was around a lack of management oversight of any issues which may arise in the delivery of the strategy.	Requires Improvement	1	1	0
ER14 Opening of the Elizabeth Line	Crossrail	20 511	Monitoring Professional Service and Framework Development Consultants (FDCs).	There was one medium and three low issues. The medium issue was around inconsistent completion of Works Orders.	Adequately Controlled	0	1	3
ER14 Opening of the Elizabeth Line	Crossrail	20 502	Management of works deferred to LU	The audit identified two high, two medium and one low priority issue. The high priority findings are as follows: 1) Crossrail had not confirmed and communicated the full scope and programme of planned works to be transferred to the Residual Works Team; 2) The RWT sponsorship team does not have an equivalent representative at Crossrail to liaise with.	Requires Improvement	2	3	1