



British Cycling  
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Mr David Clark Horsley  
Area Coroner  
Coroner's Court  
1 Guildhall Square  
Portsmouth  
PO1 2GJ

17 April 2018

Dear Mr Horsley

**REGULATION 28: REPORT TO PREVENT FUTURE DEATH: RICHARD PHILLIPS-SCHOFIELD (DECEASED)**

Thank you for your Report dated 22 February 2018 made under paragraph 7, schedule 5, of the Coroners and Justice Act 2009 and regulations 28 and 29 of the Coroners (Investigations) Regulations 2013 ("**Report**"), which has been made following the inquest touching the death of Richard Phillips-Schofield which was heard at Portsmouth Coroner's Court on 5-12 February 2018.

We have set out below the joint response of British Cycling, Scottish Cycling and Welsh Cycling to the Report addressing the matters of concern raised in the Report, namely that there are no formal effective procedures in the regulations of any organisations controlling cycle racing in the United Kingdom for stopping a race in the event of an accident or hazard on the track.

British Cycling is the national governing body for cycle sport in Great Britain. Welsh Cycling and Scottish Cycling are the governing bodies for cycle sport in Wales and Scotland respectively and as such have jurisdiction for events taking place in Wales and Scotland. British Cycling has agreements in place with both Welsh and Scottish Cycling to ensure that any rules set out by Welsh and Scottish Cycling do not contravene or run counter to the Technical Regulations of British Cycling. On this basis, British Cycling has collaborated with both Welsh and Scottish Cycling to provide a combined response to the Report.

It should be noted that there are already a number of recognised control measures in place in cycling to slow or stop a race, which vary depending upon the type of cycling discipline, environment or field of play. The established procedure most commonly used across the sport is that of a coloured flag that provides a visual signal to riders and either whistles or pistols that provide an audible signal. All competitive events that are registered with British Cycling have trained appointed officials (also known as commissaires) and it is the responsibility of



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the trained commissaires to ensure that, if required, a race can be slowed or stopped appropriately.

Prior to the incident at Mountbatten, road, track and circuit commissaires were already being educated during their initial training in how to slow or stop a race, using the appropriate equipment, in their given discipline and this is further reiterated in the guidance British Cycling provides for both commissaires and event organisers. The use of such equipment is referenced in British Cycling's 2018 Handbook, in the Technical Regulations.

### **The Mountbatten Circuit**

The Mountbatten circuit is a hybrid circuit and is unique in terms of both circuit length and layout. British Cycling has specifically reviewed the procedures at Mountbatten and has introduced some new control measures to slow or stop a race. These measures include the use of black flags and audible equipment, such as a pistol and/or whistles, as part of this process, in common with the procedures used within the sport. The event organisers will work with the chief commissaire at each event to ensure the organising team and the appointed officials understand their responsibilities to stop a race. The chief commissaire will also provide a pre-race briefing to riders that will include specific information on how a race will be stopped if there is an incident. These specific control measures will also be incorporated into the standard risk assessment for the circuit.

### **Review of current processes**

In addition to the above actions, British Cycling intends to review the current processes that exist for events that take place on other similar length circuits or for hybrid circuits such as Mountbatten. British Cycling will further liaise with current facility operators to review the specific risk assessment for venues and consider any additional control measures that may be required at the facilities. British Cycling aims to complete the review and recommend any improvements by the end of the season, in this case September 2018.

British Cycling continue to place a high priority on risk management by ensuring that the fixed facilities and circuits used for events are fully risk assessed by a member of its risk team, with each circuit receiving its own tailored safety document. Any specific recommendations in the risk assessment should be adhered to by the event officials or facility operators. This supports safe event delivery and gives the confidence that British Cycling events are being delivered to a high standard that is consistent across the country.

British Cycling also believes that the current procedures regarding how to slow or stop a race can be made clearer through both additional education and training of event officials and supplementary guidance for volunteers delivering British Cycling registered events. British Cycling will therefore complete a thorough review of all education and training content and associated resources for commissaires and organisers involved in the delivery of British Cycling registered events. This will involve the introduction of new measures to improve knowledge and understanding of how to slow or stop a race across the different cycling



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disciplines. For example, it will include the use of scenario based activity and better reference material in educational resources. British Cycling also intends to communicate with existing circuit and track commissaires to ensure that as part of the rider pre-race briefing they communicate how a race will be slowed or stopped. The organisation will also communicate any revised education and training content related to how to slow or stop a race to existing commissaires at British Cycling's regional commissaire conferences that take place in February each year.

We trust that the above addresses the matters of concern raised in the Report; however, should further information be required please do not hesitate to contact us.

Yours sincerely

*Signed for and on behalf of*  
**BRITISH CYCLING**  
**(The British Cycling Federation)**  
by the following duly authorised signatory



**Julie Harrington**  
**Chief Executive**

*Signature:*

*Signed for and on behalf of*  
**SCOTTISH CYCLING**  
**(Scottish Cyclists' Union)**  
by the following duly authorised signatory



**Craig Burn**  
**Chief Executive**

*Signature :*



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*Signed for and on behalf of*

**WELSH CYCLING**

**(Welsh Cycling Union)**

by the following duly authorised signatory

**Anne Adams-King**

**Chief Executive**

Signature:

*A. W. Adams - King*

