



Taking our Sport to the Next Level

Relevance of the Current Structure in the 21st Century

BACKGROUND

- Our structure was mapped out over 50 years ago, long before internet, email, Facebook and affordable travel
- Centres used to provide an administrative link between clubs and the National Federation.
- There was a time when you had to apply to race outside your own Centre. People are now able to travel much more widely and can go to events anywhere in NZ.
- We were once the only game in town if you wanted to ride a bike – now there is triathlon, MTB, recreational rides

Background cont.

- National Events used to be “Centre Entry” only. While the Track Nationals are still Centre Entry, the Road Events are essentially “Individual Entry”, albeit with the endorsement of Club (AGRN) or Centre (Elite Roads).
- Even with the Track, the opening up of entry limits means that selections are not quite as stringent as in the past.
- Centre Championships – once highly prestigious, now often struggling for numbers. Is a wider Regional or North/South Island Champs more appropriate now?
- We need to look at whether or not our current structure is the best model to take us forward in the 21st Century.

Our Current Structure

- Rider
- Club
- Centre
- CNZ Road & Track
- Cycling New Zealand Federation

Current CNZ Centres

- Northland
- Auckland
- Waikato BOP
- East Coast North Island
- West Coast North Island
- Wellington
- Tasman
- Canterbury
- Mid South Canterbury
- Otago
- Southland

Some observations of current Centre operations

- High Functioning Centres- Auckland, Waikato BOP, Canterbury and Southland.
- Definition of High Functioning- Ability to train and send competitive teams to both Track and Road Nationals. Ability to attend and engage at the National AGM. Ability to support strong road and track programmes in their region. Able to have a constitution that allows equitable input from all clubs in their region. Have more than one club in their region.
- Centres with strong Road Programmes but limited Track programme due to facilities- East Coast North Island, Tasman(Note new track just opened in Nelson).
- Centres with large Geographical spread with strong programmes for both Track and Road but not competitive on a National Scale- Wellington, West Coast North Island and Mid South Canterbury. Mainly due to number and/or geographic spread
- Centres with one club or limited road and track programmes. Limited representation at national championships- Otago, Northland, East Coast North Island
- Note these are not criticisms, they are just the observations of the President who has attended National Champs over the last 15 years and observed changes in different centres during this time. We recognise the hard work that all clubs and Centres do to develop cycling, but just want to highlight the variation across the country

Discussion Topic

- How do we bring the Centres all up to the level of the Big 4 Centres?
- Will amalgamating the smaller Centres with some of the Big 4 Centres help them become more competitive?
- Or do we celebrate our diversity and help provide those smaller Centres with the tools to do an even better job? What tools are needed?

Current and Proposed Cycle Hubs

- Auckland
- Waikato
- Lower North Island (Venue not confirmed yet)
- Upper South Island
- Southern

Outline of Regional Performance Hubs

- *The overarching objective is to systematically increase the quantity and quality of riders available to the HP programme*
- *Supporting identified riders regionally as they prepare for the national HP programme through:*
 - *high quality coaching*
 - *Access facilities and other appropriate support*
 - *access to high quality competition*
- *Creating a visible pathway for aspiring U19 athletes (some U23 and U17)*
- *Assisting with the development of key regional coaches*

Outline of Regional Performance Hubs

- *Hubs operate regionally, but are tasked with producing riders for the national HP programme*
- *Not tasked with regional athlete development – but will happen anyway*
- *Hub are led and funded nationally, but aim to have regional advisory groups to ensure strong alignment to the key people of the region*
- *Still very early days in the evolution of the Hubs but already achieving notable results*

Possible Make Up of Centres

Auckland(Northland and Auckland)

Waikato BOP(Stay as is)

Central New Zealand (ECNI, WCNI, Wellington and Tasman)

Upper South Island(Canterbury and Mid/South Canterbury)

Southern South Island (Otago and Southland)

Benefits and Risks

- Benefits – Better regional competition, support for team and rider development, cooperative relationship with Hubs with ‘local’ input , perhaps reduced administration, greater support for clubs?
- Risks – smaller clubs getting swamped by larger ones. More remote clubs (Gisborne, Whakatane, Hokitika etc) becoming more disenfranchised as they get more remote from their regional “seat of power”

DISCUSSION

Tell us what you think!

We need your input to give us direction