REAAA August 2017 ROADSHOW

PLANNING AND ENGINEERING FOR
(ALL SORTS OF)
DISASTER

by
David Willmott

david@CUTS.org.nz

See also < CUTS.org.nz >
and seminar < TheCaseForRoads.info >
"Most of the greatest evils that man has inflicted upon man have come through people feeling quite certain about something which, in fact, was false."

- Bertrand Russell

You can fool some of the people all of the time,
And all of the people some of the time,
but you can’t fool all of the people all of the time.
COVERAGE

A1 – Disasters Generally
A2 -- Recovery Phase – (the need for inter-accessibility!)
B1 – Roading Infrastructure and Land Use
B2 – Importance of Inter-Accessibility

Frameworks:
F1 -- Human Nature
F2 -- The Great Divide – (Collective) Idealism v (Individ.) Realism
F3 -- Central Planning Generally – idealistic and “creative”
F4 -- Current “Integrated Planning”
F5 -- Current Antipathy to Road Network Development

C – Re-Balancing Idealism with Realism/Pragmatism
A1 -- DISASTERS GENERALLY

TRADITIONAL PREPARATION

Formulaic, Traditional, Simplistic, Unknown “managers”

TYPES ANTICIPATED

Earthquake, Tsunami only. Unusual or horrible ignored

WHAT HAPPENS -- Not what is expected

Infrastructures broken, Public transport & Taxis disfunctional
Communications down, Information scarce or overwhelming
Wrong people in charge, absence (incapacitated or family)
Pre-organised response slow, error-prone, inept (FEMA)
A2 – TYPES/EXAMPLES OF DISASTERS

SOURCES: Galactic (Meteors, Invasion) Solar (flares/EMF/EMP),
Precessional axis (wobble, Magnetic axis, orbital displacement),
Tectonic (Earthquake, Volcano, crustal displacement),
Oceanic (Tsunami, Sea level drop/rise, change in mega-currents),
Atmospheric (Rapid local thermal change, global cooling, dust),
Human (War, terrorism, subversion, currency collapse, revolution),
Microbial (disease)

PREDICTABILITY/IMMINENCE:
Low to negligible, especially big disasters (Taupo, Northland)

CONCLUSION:
Build general resilience/redundancy. Otherwise time-wasting
B1 – DISASTER RECOVERY (Personal/Family)

COMMON PRIMARY NEEDS

(Family & local initiatives necessary AND occur naturally)

Inter-accessibility with family/services/all important sources
-- especially “basics” (water, food, fuel, shelter, comms, charging)
Access/Evacuation mobilities, fuel, route options, destinations

LOCAL HELP (Experience indicates cannot rely on Government)
-- Public transport, taxis will be un-reliable or non-existent)
Local knowledge centre : community committee/representative
-- Service clubs for specialists, neighbours, doctor
-- Otherwise, dependent on self-reliance and own resources
Pre-existing options/capacities for inter-accessibility are vital
B2 – (LOCAL) GOV’T RESPONSIBILITIES

PRE-ORGANISE

• Central command chain, bunker options, power generators, comms
• Fail-safe availability of “basics” (water, food, fuel, shelter, generators)
• Army authority/capability/transport/helicopters; repair gangs
• Facilitate local community cohesion, self-sufficiency, independence
• Functionally resilient infrastructures, supplies, medical services

PRE-ENSURE

• Resilient, redundant infrastructures (engineered for enablement!)
• Multiple hinterland and inter-regional connectivity
• Resilient, redundant, hi-capacity urban arterial road networks
IN ANY CASE
NEED
EFFICIENT, HIGH CAPACITY, REDUNDANT* URBAN ARTERIAL NETWORK FOR ECONOMIC DEVELOPMENT AND PROSPERITY/HUMAN FLOURISHING

(* REDUNDANT = MULTIPLE ROUTE CHOICES)
C1 – WHY SOCIETY, WHY CITIES?

DRIVERS OF LIFE (including Homo Sapiens):
- SURVIVAL
- STRIVE FOR BETTERMENT (PERSONAL CHOICE A PRE-REQUISITE)
- PROCREATION

MAN A SOCIAL ANIMAL (Like ants, wasps, few others) (MUTUAL!) TRANSACTIONS, INTERACTIONS, EXPERIENCES (TIEs)

CITIES ARE:
MACHINES FOR HUMAN “LIVING” = MARKETS FOR HUMAN TIES
SOURCE OF PERSONAL BETTERMENT, WEALTH ACCUMULATION
(WITHOUT HUMAN MIND AND CHOICE, NO “RESOURCES”)
MUTUALITY OF WEALTH-CREATION -> SOCIETAL PROSPERITY
C2 – FUNCTION OF URBAN MAIN ROAD NET

ENABLES CITY-WIDE INTER-ACCESSIBILITY FOR TIEs

TRAVEL/TRANSPORT ENABLES TIEs FOR WEALTH-CREATION

PERSONAL TRAVEL DIRECT, COLLECTIVISED TRAVEL INDIRECT

("PERSONAL" INCLUDES PRIVATE COMPANY)

TRANSPORT MODAL OPTIONS : WITHIN A GIVEN TIME FRAME

COLLECTIVISED TRANSPORT CONSTRAINS DESTINATIONAL CHOICE

PERSONAL TRANSPORT MULTIPLIES CHOICE MANY-FOLD

20 TO 80 TIMES MORE DESTINATIONS THAN TRANSIT [    ]

EXTRA CONVENIENCE OF MULTIPLE TIEs IN ONE TRIP
C3 – TRANSPORT MODAL EFFICIENCIES

PERSONAL/COMPANY TRANSPORT

Auto-mobiles/vans/trucks **highly productive**, warranting space

**Convenient** for whatever, as and when needed

Maximises destination choice, route flexibility, **productive efficiency**

PUBLIC TRANSPORT downgrades productivity & standard of living

Routes fixed, choice restricted, **severely limits options for TIEs**

**Increases travel time and distance**, compounded by re-centralisation

**Buses similar energy-efficient** to average automobile

**Rail transit worse than both**, costs much more, requires subsidies

CYCLING, WALKING

Auckland is not Copenhagen, nor can it hope to be

Very limited potential, **special treatment uneconomic**
C4 -- EFFICIENCY OF URBAN ARTERIAL NET OF PERSONAL/COMPANY ACCESS

(CBD = ONLY 10% - 20%, OTHER 80% - 90% WIDELY DISPERSED)

PEAK HOUR WORK ACCESS ONLY 1/3 OF ALL TRIP PURPOSES

ALL TRIPS HAVE COMMERCIAL AND/OR RECREATIONAL BENEFIT

OF ACCESS SPEED/TRAVEL TIME

UNIVERSAL TRAVEL TIME BUDGET =/- 1.5HRS/DAY

QUICKER ACCESS MEANS MORE CHOICE/COMMERCE/WEALTH

NETWORK MAXIMISES INTER-ACCESSIBILITY,

ENABLES SPREAD/MINIMISATION OF CONGESTION
C5 – TRANSPORT FUTURES

ENERGY TYPE

HUMANITY NEVER EXHAUSTED RESOURCES, ENERGY EVERYWHERE
eg NO SHORTAGE OF CARBON FUELS
ELECTRIFICATION? REQUIRES GOVT SUBSIDY (‘80s nat. gas cyl’s)
SOLAR, WIND ENERGY UNECONOMIC + REQUIRES EXPENSIVE BACKUP
THORIUM NUCLEAR IS OBVIOUS NEXT STEP IF/WHEN NEEDED

MODAL TYPE & OWNERSHIP

DRIVERLESS DIFFICULTIES INSUPERABLE FOR GENERAL PURPOSE?

WHATEVER, URBAN MAIN ROAD NETWORK STILL NEEDED

UNIVERSAL, GENERAL-PURPOSE, INTER-ACCESS FOR EFFICIENT TIEs
WITH CAPACITY TO RESTRICT CONGESTION TO ECONOMIC LEVELS
SO WHY DON’T WE HAVE ONE?

ANSWER:
LAND USE & DEVELOPMENT PLANNING
SUBJECT TO
“THINK GLOBALLY, ACT LOCALLY”

SUSTAINABLE DEV’T DISPLACES ECONOMIC DEV’T
BUT PLANET SAVING IS COSTING US VERY DEARLY
AND ACHIEVING NO NET ENVIRONMENTAL GAIN
D1 -- SUMMARY

DISASTER RESILIENCE REQUIRES
FUNCTIONAL ALL-ACCESSING GEN’L PURPOSE ARTERIAL ROAD NET

IN ANY CASE, PRODUCTIVE CITIES REQUIRE
EFFICIENTLY INTER-ACCESSING GEN’L PURPOSE ARTERIAL ROAD NET

SO WHY HAVE WE STOPPED DEVELOPING THE NET?

“NEO” RESURGENCE OF (MISGUIDED) S.T.W. ROMANTICISM
RESULTING SHIFT OF DECISION-MAKING FROM REAL TO IDEAL
GLOBAL ENERGY CONTROL BEATS NATIONAL MONETARY CONTROL
LOSS OF PERSONAL CHOICE REDUCES PRODUCTIVITY/WEALTH
RESULTING STALLING OF PROGRESS, POTENTIAL FOR GFC2/PERISH
D2 – SUMMARY CONT’D

TO DATE, “THINK GLOBALLY, ACT LOCALLY”

EMPOWERS GLOBALISED ABSOLUTIST ENVIRO-PLANNING COMPLEX IDEALISTIC/IDEOLOGICALLY-DRIVEN S.G. FORMULA IMPLODES CITIES

BUT S.G. DEV’T FORMULA ANYTHING BUT “SMART”

DISREGARDS DETRIMENTAL ECONOMIC EFFECTS

e.g. EFFICIENCY OF URBAN INTER-ACCESSIBILITY REDUCING COSTS RISING FASTER THAN INCOMES

SOCIAL COSTS OF “AFFORDABILITY” (NOT) DIVIDING SOCIETY

FOR NO SIGNIFICANT (NET) ENVIRONMENTAL GAINS
E1 -- CONCLUSIONS

IDEALISTIC “INTEGRATED” PLANNING IS FAILING
    BOTH SOCIETY AND ITS ECONOMY IN EVERY RESPECT
    WHILE ACHIEVING NO SIGNIFICANT ENVIRONMENTAL GAINS

NEED TO RESTORE BALANCE

    PRESENT SYSTEM (IDEALS/IDEOLOGY-DRIVEN) “YIN” ONLY
    WILL NOT DIS-EMPOWER ITSELF VOLUNTARILY
    NEED STRUCTURAL CHANGE TO REINTRODUCE “YANG” REALITIES
    RESTORE BALANCED “CREATIVE TENSION” – KEEPS PARTIES HONEST
    THUS RESTORE FULLY-ADVISED DEMOCRATIC DECISION-MAKING
    TO “ENABLE” TAXPayers TO PURSUE THEIR WANTS & NEEDS
E2 -- RECOMMENDATIONS

REAAA CONSIDER ASKING GOV’T TO RESTORE BALANCE BETWEEN REALITY-BASED DEV’T AND IDEALS-DRIVEN Dev’T. POLICAL REPS TO HAVE BALANCED ACCESS TO BOTH ARGUMENTS ... ... BEFORE MAKING (REALITY/AFFORDABILITY-COGNISANT) DECISIONS

BY DIS-“INTEGRATING” CURRENT SOLE EMPOWERMENT OF IDEALISTIC ENVIRO-PLANNING, SPLITTING PLANNING RESPONSIBILITIES (LAND USE & INFRASTRUCT).

AND RESTORING “ENABLEMENT”- ORIENTED PLANNING OF LAND USE AND ROAD NET, MINISTRY OF REALITIES AND CITY (INFRASTRUCT) ENGRS DEPTS, CONSERVATION ETHIC IN PLACE OF ABSOLUTIST U.N. “SUSTAINABILITY”.
APP.1 -- ON HUMAN NATURE ...

BORN INDIVIDUAL

PRE-DISPOSED IN MASTER-SLAVE CO-DEPENDENCE

NATURE-GIVEN PERSONAL DRIVERS ("RIGHTS")

• STRIVE/COMPETE FOR PERSONAL **SURVIVAL**
• ABILITY (FREEDOM) TO **THINK & ACT** (SUBJECT TO OTHERS)
• PURSUANCE OF (PERSONAL, FAMILY) **BETTERMENT**
  INCLUDES PROCREATION FOR SURVIVAL OF SPECIES
  ("LIFE, LIBERTY AND THE PURSUIT OF HAPPINESS")

ADVANTAGE IN THE COLLECTIVE ("MARKET")

COOPERATE (PARENTS/FAMILY/SOCIETY) FOR **MUTUAL BETTERMENT**
APP.2 -- ... AND THE GREAT DIVIDE  (YANG/YIN)

INDIVIDUALISTIC ("HEAD")
(GENETIC) **NATURE**-AS-REAL
TAKE RISKS TO INNOVATE
THINK, CHANGE (HEAD)
COMPETE/CREATE/DEVELOP
EVLVE (ONGOING CIVILISATION)
SEEK PERSONAL BETTERMENT
REALISTIC (CONVERT MUCK)
**ENGINEERING FUNCTION**
ENABLE
PROGRESS

COLLECTIVIST ("HEART")
(SOCIETAL) **NURTURE**-AS-IDEAL
SECURITY IN FAMILIAR COMFORT (HEART)
GROUP THINK, CONFORM
COOPERATE/FETTER/CONSTRAIN
EVOLVE (ONGOING CIVILISATION)
STOP-THE-WORLD (GARDEN OF EDEN)
IMPOSE COLLECTIVE IDEOLOGY ON OTHERS
IDEALISTIC (RETURN TO GARDEN OF EDEN)
**PLANNING FUNCTION**
COMMAND & CONTROL
SUSTAIN/STASIS/STAGNATE (OR PERISH?)
APP.3 – ON HUMAN SOCIETY

TOOLS, SKILLS, VARIATION/ SPECIALISATION OF SKILLS /PRODUCTION VOLUNTARILY BARTER FOR MUTUAL ADVANTAGE

SOCIAL GROUPS ARE “MARKETS” FOR TIEs

MARKETS ARE MEANS OF EXCHANGE OF “RIGHTS” OVER PROPERTY

MONETISATION ENABLES MULTI-LATERAL TRADES,
ACCELERATES ACCUMULATION OF BETTERMENT/PROSPERITY AND ACCUMULATION OF PROPERTY AS CAPITAL,

CAPITAL ACCUMULATION MAY BE DESCRIBED AS “NATURAL CAPITALISM”

CITIES ARE GIGANTIC MULTI-LAYERED HIGHLY SPECIALISED MARKETS

NATIONS ARE COLLECTIONS OF REGIONAL MARKETS

SUBJECT (WHEN DEMOCRACIES) TO ONE “RULE OF LAW” FOR ALL
A project is “ECONOMIC” when it meets client wants and needs to a value and at a price the client is willing/able to pay. Where a project returns greater benefits than that price, the client is “on a win”. This typifies road projects.

Where a project returns benefits of less value than that price, the client in effect subsidises that project by transferring funds from a more desirable project, thus debilitating his capital, or borrowing against future productivity at the additional cost of interest. This typifies transit, busway, cycleway & walkway projects.

Inability to pay for a project at the (unaffordable) price offered results in no project. Required land dev’t standards & costs are now so high that sections thus housing markets are unaffordable to a growing percentage of home-seekers.
ROOTS IN “ROMANTIC” REACTION AGAINST “DARK SATANIC MILLS” DANGEROUS COAL MINING AND CHILD WORKERS WHICH HERALDED THE START OF THE INDUSTRIAL AGE RESULTING FROM RENAISSANCE AND SUBSEQUENT “AGE OF REASON”

TODAY’S ENVIRONMENTALISM SIMILARLY SEEKS RETURN TO A PRE-INDUSTRIAL STATE, REGARDLESS OF LONGEVITY ENJOYED TODAY. INDEED, IT APPEARS TO BELIEVE WE CAN HAVE BOTH. WE CAN’T.

IN IDEALISING THE PAST, NEO-ROMANTICS IGNORE ITS UGLY REALITIES WHILE EXAGGERATING THE DOWNSIDE OF HUMAN EXISTENCE. ITS PERCEPTION OF HUMAN “SINNING AGAINST NATURE” BRANDS IT AS A RELIGION RENDERING IT IMMUNE TO FACTS/REALITIES

GLOBALISED ENVIRO-NGOs ARE THOROUGHLY POLITICISED AS GLOBALIST, WORKING TOGETHER WITH U.N. FOR MUTUAL EMPOWERMENT, WHICH MEANS VESTED INTEREST IN AGW THESIS AS FLAGSHIP
APP.6 – “SUSTAINABILITY”
APP.7 – “SUSTAINABLE (URBAN) DEVELOPMENT”

All life forms live off and discard wastes to the environment which evolves with changes imposed by those life forms and sundrey external forces with great complexity resulting in a great multitude of highly complex and poorly understood interactions and feedbacks, future outcomes are almost always wholly unpredictable.

It is a nonsense to suggest that, by “correcting” selected urban inputs, future generations can live as we do.

The U.N. Agenda 21/2030 purports to define sust. development. American architect-originated “smart (sic) growth” is claimed to represent its application to cities – without any basis in fact. Instead, it is a recipe for econ. failure.
APP.8 – OIL EXTRACTION PEAKING?
APP.9 – MAN COOKING THE PLANET?
APP.11 – URBAN IMPLOSION