

REAAA August 2017 ROADSHOW

PLANNING AND ENGINEERING FOR (ALL SORTS OF) DISASTER

by

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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.*

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COVERAGE

A1 – Disasters Generally

A2 -- Recovery Phase – (the need for inter-accessibility!)

B1 – Rooding 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 dysfunctional

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

EVOLVE (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

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

APP.4 – ECONOMIC DEVELOPMENT

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

APP.5 – ENVIRONMENTALISM

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.10 – N.Z. RESOURCE MANAGEMENT

APP.11 – URBAN IMPLOSION

APP.12 – ON GOVERNANCE