

The purpose of all science is twofold: the description and control of phenomena.

In this Committee our main interest is not in establishing an inventory of problems of the Modern Metropolis or in tracing the root causes of these problems, but rather to conjecture about future development based on an analysis of trends and the evaluation of the possibilities, limits and potential impact of intervention based on planning strategies.

All planning is inherently value-loaded since it is based on explicit, or latent, objectives of society based on a consensus of the citizens, the ideology of a power elite, or a combination of both.

While members of this Committee come from many different countries we share a similar academic background and socio-economic status. Hence, our opinions are likely to be colored more by our professional bias than by our varied cultural heritage.

Close reading of your papers and answers to the questionnaires permit to identify a number of lines of action that can be envisaged to control the phenomenon of the changing metropolis. It is important to verify the degree of convergence of opinion within members of this Working Party with respect to planning. This is the purpose of the following questionnaire which will serve to organize the round-table discussion on "Value Determinants of Metropolitan Structure" in Session 5 of our Committee.

The following tables list a number of statements - some provocative, others more self-evident. In crossing in the boxes implying whether you are in full - or qualified agreement; entire-or partial disagreement you will permit to gauge our "collective wisdom". Only statistical use will be made of your responses, i.e. no one will be identified by name as being in favour or opposing specific policies or actions.

13th ICUS - COMMITTEE III

THE FUTURE METROPOLIS

Questionnaire for Session 5 on "Value determinants of Metropolitan Structure"

from Organizing Chairman, E.Y. Galantay

to Active Participants

Please read this carefully, fill in your answer and return the questionnaire to me before Session 5.

Statement

	Fully Agree	Partly Agree	Partly Disagree	Entirely Disagree	Comments
The Metropolis is a desirable form of human settlement which optimizes opportunity and choice for its inhabitants.					
The benefits of concentration, proximity and economies of scale are attained at a certain threshold size - say 2 million inhabitants in a developed country, 5 million in a less developed country - nothing is gained by a larger metropolis.					
It is preferable to have five cities of two million inhabitants to a single metropolis with ten million.					
Size is irrelevant: there is no conclusive evidence of the diseconomies of gigantism in urban concentration.					
Not true: there are measurable size-related disadvantages: i.e. air-pollution, impact on microclimate, cost of management, etc.					

13th ICUS - COMMITTEE III

THE FUTURE METROPOLIS

Questionnaire for Session 5 on "Value determinants of Metropolitan Structure"

from Organizing Chairman, E.Y. Galantay

to Active Participants

Please read this carefully, fill in your answer and return the questionnaire to me before Session 5.

Statement

Fully Agree Partly Agree Partly Disagree Entirely Disagree Comments

In any case policies of containment can never work in a truly dynamic metropolis.

On the contrary: such policies have restrained excessively rapid growth in London, Moscow and elsewhere.

Some influx control must be exercised in the primate cities of developing countries.

The primate cities of the LDCs are instruments of modernization. No restriction should be put on their growth.

In LDCs migration is induced by income differentials between the metropolis and the rest of the country. To reduce the attraction of the metropolis, it is sufficient to raise rural incomes to a competitive level.

13th ICUS - COMMITTEE III

THE FUTURE METROPOLIS

Questionnaire for Session 5 on "Value determinants of Metropolitan Structure"

from Organizing Chairman, E.Y. Galantay

to Active Participants

Please read this carefully, fill in your answer and return the questionnaire to me before Session 5.

Statement

Fully Agree Partly Agree Partly Disagree Entirely Disagree Comments

Migration should be limited to the rate of job-creation in the metropolis.

No restriction should be placed on migration. Let the people vote with their feet.

In LDCs the problem is not so much migration as the excessive natural increase of the population. Natural growth rates must be reduced.

The government should not meddle with birth-control. To be able to decide about the number of his/her offspring is a basic right of the individual.

No, in the interest of society and of future generations the government has a right to promote or impose birth control.

13th ICUS - COMMITTEE III

THE FUTURE METROPOLIS

Questionnaire for Session 5 on "Value determinants of Metropolitan Structure"
 from Organizing Chairman, E.Y. Galantay

to Active Participants

Please read this carefully, fill in your answer and return the questionnaire to me before Session 5.

Statement	Fully Agree	Partly Agree	Partly Disagree	Entirely Disagree	Comments
In metropolitan areas of LDCs, the "chinese model" of birth control is justified; i.e. restriction to one offspring per couple and marriages mandatorily delayed.					
Each human has a "basic right" to replace himself: each individual is entitled to one offspring. If for reasons of sterility or by choice he is not using this "bonus", he should be able to transfer it by gift or sale to others wanting more children.					
The problem is illegitimate births and unsupported families. Illegitimate pregnancies should be aborted. Free abortion clinics to be provided.					
Mothers of two illegitimate children should be sterilized.					
Fathers of illegitimate children who do not provide for their offspring should be sterilized.					

13th ICUS - COMMITTEE III

THE FUTURE METROPOLIS

Questionnaire for Session 5 on "Value determinants of Metropolitan Structure"

from Organizing Chairman, E.Y. Galantay

to Active Participants

Please read this carefully, fill in your answer and return the questionnaire to me before Session 5.

Statement

	Fully Agree	Partly Agree	Partly Disagree	Entirely Disagree	Comments
The number of children is irrelevant as long as they are brought up in stable families. There should be tax incentives for stable marital relations and penalties for divorce and single status above a certain age.					
Tax incentives should also be provided for extended families caring for the aged or sick at home.					
Migration, or influx control must be qualitative rather than quantitative, and be based on a desirable population profile.					
No, free migration is a basic human right.					

13th ICUS - COMMITTEE III

THE FUTURE METROPOLIS

Questionnaire for Session 5 on "Value determinants of Metropolitan Structure"

from Organizing Chairman, E.Y. Galantay

to Active Participants

Please read this carefully, fill in your answer and return the questionnaire to me before Session 5.

Statement

Statement	Fully Agree	Partly Agree	Partly Disagree	Entirely Disagree	Comments
<p>But metropolitan management must aim to prevent an excessive concentration of marginals- unemployables, aged, ethnic minorities, etc. and national government must aim to assure an equitable distribution of the welfare cases.</p>					
<p>Excessive concentration of foreign-born migrants with a different life-style can create friction, social instability. Optimal threshold levels for integration and absorption of migrants should be established.</p>					
<p>Minimum threshold levels should be set to ensure that marginal populations are evenly distributed in all neighbourhoods and to avoid excessive concentration.</p>					
<p>Nothing wrong with concentration of ethnic groups in self-segregated areas it helps them to preserve their identity (language, customs), in a pluralist society.</p>					

13th ICUS - COMMITTEE III

THE FUTURE METROPOLIS

Questionnaire for Session 5 on "Value determinants of Metropolitan Structure"

from Organizing Chairman, E.Y. Galantay

to Active Participants

Please read this carefully, fill in your answer and return the questionnaire to me before Session 5.

Statement

Fully Agree Partly Agree Partly Disagree Entirely Disagree Comments

Large ethnically homogeneous areas perpetuate a subculture, prevent vertical social mobility by integration and create a "ghetto" mentality.

Enforced racial or socio-economic integration of neighbourhoods results in resentment and friction.

A spatial juxtaposition of racially or socio-economically homogeneous subareas (checkerboard -or parallel stripe pattern) permits common use of public facilities and minimizes friction.

The pricing of urban land alone suffices to create socio-economically coherent neighbourhoods - no other guiding mechanism is needed.

The planning of the Metropolis must be integrated with national spatial and economic development strategies.

13th ICUS - COMMITTEE III

THE FUTURE METROPOLIS

Questionnaire for Session 5 on "Value determinants of Metropolitan Structure"

from Organizing Chairman, E.Y. Galantay

to Active Participants

Please read this carefully, fill in your answer and return the questionnaire to me before Session 5.

Statement	Fully Agree	Partly Agree	Partly Disagree	Entirely Disagree	Comments
No, the metropolitan authorities should not be put under the tutelage of the national government, but have maximum autonomy.					
Decision-making should be in the hands of technically competent professionals.					
No, too much directivity from above stifles initiatives and civic mindedness. Participation makes people more responsible.					
Participatory decision-making slows down, and makes implementation much too costly. What is needed are mechanisms to "fast-track" implementation.					
Yielding decision-making to the "masses" is an abdication of responsibility by the technically competent who should "lead rather than follow" and opens the door to demagoguery and emotionalism.					

13th ICUS - COMMITTEE III

THE FUTURE METROPOLIS

Questionnaire for Session 5 on "Value determinants of Metropolitan Structure"

from Organizing Chairman, E.Y. Galantay

to Active Participants

Please read this carefully, fill in your answer and return the questionnaire to me before Session 5.

Statement

Statement	Fully Agree	Partly Agree	Partly Disagree	Entirely Disagree	Comments
The "referendum" mechanism is useful since it can prevent the implementation of bad policies or projects which might have an irreversible impact.					
Referendums are always defensive, "against" rather than "for" some change. Citizen groups only organize spontaneously in defense of their interests, since most individuals are self-seeking and present-oriented.					
Consensus-type decision-making favours the satisfaction of immediate needs, and makes long-range planning and the taking into account of the needs of future generations impossible.					
For technically complex decisions the community should delegate authority to competent specialists.					

13th ICUS - COMMITTEE III

THE FUTURE METROPOLIS

Questionnaire for Session 5 on "Value determinants of Metropolitan Structure"
 from Organizing Chairman, E.Y. Galantay

to Active Participants

Please read this carefully, fill in your answer and return the questionnaire to me before Session 5.

Statement

Statement	Fully Agree	Partly Agree	Partly Disagree	Entirely Disagree	Comments
To assure program continuity efforts should be made to train a politically neutral civil servant class of technocrats and to create autonomous (sectoral) authorities with their own income, or budget line.					
No, such autonomous authorities turn into feudal baronies, uncontrollable and not accountable to the public.					
Within the metropolis growth areas should be designated as distinct from restraint areas.					
Flexible planning should allow for the growth areas to be inflated or deflated in response to changing demand.					
Not so, infrastructure provided in advance of need is masterful if underutilized. Upgrading of underdesigned infrastructure is very costly, it is more economical to design for fixed threshold sizes of population in each area.					

13th ICUS - COMMITTEE III

THE FUTURE METROPOLIS

Questionnaire for Session 5 on "Value determinants of Metropolitan Structure"

from Organizing Chairman, E.Y. Galantay

to Active Participants

Please read this carefully, fill in your answer and return the questionnaire to me before Session 5.

Statement

Fully Agree Partly Agree Partly Disagree Entirely Disagree Comments

The urban structure should be adjusted to traffic and parking demand by street widening, adequate parking provision.

No, at least in the center areas, traffic flows should be limited to what is compatible with the carrying capacity of the existing network to conserve the character of established areas.

To reduce congestion the number/or use of private cars should be limited (increasing the cost of petrol, licencing, etc).

Introduce urban "cordon" system levying tolls of cars penetrating to the center; practice dissuasion by high parking fees in the center (balanced by low fees for parking on the periphery).

The above policy is detrimental to the liveliness of the center, many people would prefer to shop elsewhere.

13th ICUS - COMMITTEE III

THE FUTURE METROPOLIS

Questionnaire for Session 5 on "Value determinants of Metropolitan Structure"

from Organizing Chairman, E.Y. Galantay

to Active Participants

Please read this carefully, fill in your answer and return the questionnaire to me before Session 5.

Statement

Statement	Fully Agree	Partly Agree	Partly Disagree	Entirely Disagree	Comments
No need to get uptight about congestion: motorization will inevitably reach saturation levels - street and parking places must make provision for this and the problem vanishes.					
Finance public transportation from taxes, tolls, etc. levied on the users of private cars, to force people to increased use of public transportation.					
No, the citizen has a basic "right" to chose his mode of transport.					
Private ownership of urban land results in speculation.					
Speculation is just an indicator of the functional valorization of the land by fixed resources and by accessibility. It permits the adaptation of the city to changing economic functions.					

13th ICUS - COMMITTEE III

THE FUTURE METROPOLIS

Questionnaire for Session 5 on "Value determinants of Metropolitan Structure"

from Organizing Chairman, E.Y. Galantay

to Active Participants

Please read this carefully, fill in your answer and return the questionnaire to me before Session 5.

Statement

Fully Agree Partly Agree Partly Disagree Entirely Disagree Comments

Land values are largely created by public investment in infrastructure. The community must be able to recapture these windfall profits of inflated land values.

Such measures would only lead to a flight of capital and stagnation of private investment. Overreglementation is also driving out footlose industries, services, etc.

The movement of jobs, capital, people can be controlled on the level of national planning. Restrict transfers.

It is counterproductive to put the citizen or business under government tutelage.

The housing stock decays because of rent-control, deregulate, but oblige owners to repair and conform to mandatory min. standards of maintenance.

13th ICUS - COMMITTEE III

THE FUTURE METROPOLIS

Questionnaire for Session 5 on "Value determinants of Metropolitan Structure"
 from Organizing Chairman, E.Y. Galantay

to Active Participants

Please read this carefully, fill in your answer and return the questionnaire to me before Session 5.

Statement

Statement	Fully Agree	Partly Agree	Partly Disagree	Entirely Disagree	Comments
This would result either in "gentrification" driving out low-income tenants-or in abandonment of housing by owners.					
Abandoned housing should be seized by the city and either demolished to reduce area density and create more green space/or up-grade for social housing.					
Decaying, derelict "grey areas" are an opportunity to reduce densities, introduce more green areas, more easily accessible recreation parks, sport facilities and market-gardens even in-town agriculture.					
Derelict waterfront areas (ports, warehouses) should be recycled for housing, commercial and recreational use.					