Property, Prosperity & Poverty: Trends & Choices in Land Use Policy

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Urban Sprawl & “Smart Growth”
Birthplace of Smart Growth: London Green Belt
Smart Growth Preference: Urban Densities, Not Suburban
Smart Growth Preference: Public Transport, Not Motorways
Paris: Place de de Republic
Nirvana (Portland)
Urban Sprawl: World’s Oldest Land Use Trend
Int’l Urban Area Density: 2000

- United States
- Australia
- Canada
- Europe
- Asia
US & International Sprawl 1960-1990

Change In Density
Paris is Not Paris
Copenhagen Suburbs
Stockholm: Arlanda Corridor
America from Disney World
Portland is Not Portland
Hypersprawl: London Green Belt
London Area Population from 1931

Counties Adjacent to Green Belt

Outer London

Inner London
Sprawl is caused by affluence and population growth, and which of these, exactly, do we propose to prohibit?

Greg Easterbrook
The New Republic

- Urban
- Farmland
- Other
Open Space Sprawl Since 1950

New Open Space Created
UK Urbanization:
1,000 Years After Hastings

- Urban: 89%
- Other: 11%
Agriculture Subsidies

• Agriculture prices considered too low.

• Large subsidies to agriculture (EU & USA).

• If farmland or agriculture were threatened, prices would be excessively high.
Smart Growth: Denying Housing Opportunity
Housing Affordability: Portland & Phoenix

Population Growth

- **Phoenix**: 1990: 0%, 2000: 65%
- **Portland**: 1990: 27%, 2000: 0%

Housing Affordability

- **Phoenix**: 1991: 75%, 2000: 65%
- **Portland**: 1991: 35%, 2000: 25%
Home Ownership by Degree of Sprawl

Least

Less

Middle

More

Most
African-American (Black) Home Ownership: Tufts Report

![Bar chart showing home ownership percentages in less sprawl and more sprawl areas.](chart.png)
Impact Fees: California

- Multiple Units
  - Maximum
  - Average

- Detached Houses
  - Maximum
  - Average

- Ranges:
  - $0
  - $25,000
  - $50,000
  - $75,000
Planning Raises Housing Prices

• Land rationing: less land development competition
• Less competition among builders because less land development competition
• Potential for political corruption
• Brownfield requirement
• “Amenities” in building codes
• Costs of planning process
The Cost of Planning

• US house price differences due to land use planning (Harvard)

• UK house prices increased by town planning (£40,000/new Essex house: Jules Lubbock)

• UK consumer prices reported higher due to town planning
The Limits of Public Transport
Transit Market Share Dropping

- Tokyo: -19%
- Toronto: -20%
- Paris: -33%
- New York: -56%
US New Rail: Cost per New Rider
Public Transport: Auto-Competitive Service Principally to Downtown (CBD)

Central Business Districts: 5-20% of Metropolitan Employment
Little Automobile Competitive Suburb to Suburb Service
Roadways
International Urban Traffic: Vehicle Hours/Square Mile

- US
- Europe
- Canada
- Australia
- Asia
US Traffic Volumes (VMT) by Density

VMT by Density

- < 250
- 250-999
- 1,000-3,999
- 4,000-9,999
- 10,000 & Over

Traffic Volumes (VMT) increase significantly with higher density ranges.
Air Pollution & Vehicle Speed

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MPH: Grams per Mile Compared to 55 MPH
Average Work Trip Travel Times: London Area

1996: Minutes

- Central
- Inner w/o Central
- Outer
- SE England
Portland: World Class Traffic

Vehicle Miles Per Square Mile

1990  2000

Portland

US
Portland Planning Projection: Nearly All New Travel is Autos

New roadway travel 1990-2040

New Public Transport Travel 1990-2040

1990 Travel

Million passenger miles
Democratisation of Prosperity: From American Dream to Universal Dream
Property Rights & Prosperity
Home Equity as a % of New Worth

US Households 1998

All | Less than $20,000 | $20,000- $50,000
--- | --- | ---
0% | 70% | 40%
Income per Capita: 1999

- United States
- United States: Hispanic
- United States: Black
- Sweden
- UK

Swedish Research Institute of Trade
The Japanese Dream
Responding to a Phony Crisis

- No problem has been identified of sufficient magnitude to justify coercive smart growth strategies.

- Smart growth strategies tend to intensify the very problems they are purported to solve.
...absent a material threat to other individuals or the community, people should be allowed to live and work where and how they like