

*Suggested Lack of Urban Policy*

The federal government must assist the provinces, municipalities in land assembly programs to curb speculation and upward-spiralling land costs. I have frequently in the House urged on the minister and his government the need for adequate assistance for the rehabilitation of existing stocks of housing for people in the cities in particular. It is necessary to have an effective rehabilitation program, and we do not have it. This should be substituted for the bulldozer type of urban renewal program which we have had. There must be effective institutions to help landlords of low-income housing and home owners to bring their housing up to community standards, to reasonable standards. We have had NHA home improvement loans, but they have been useless because of the high interest rates and the meagre maximum amounts of the loans.

Some of Canada's housing stock is undoubtedly old and run down, but most neighbourhoods, including the area of Greenwood which I represent, have a large number of homes that with adequate care could continue to provide good housing. The trouble is that with the rising cost of loans, many people cannot afford adequately to maintain their houses. It is necessary that in national housing projects there should be adequate community facilities and in this area, as in other fields of urban life, there must be effective participation in planning and operation by the anticipated user of housing. It seems to me crazy that with the serious housing deficiency more than a half-million Canadians are out of work. In my view the low level of housing stocks and the high level of unemployment are related.

I will now turn to the field of transportation. The basic problem here arises out of the rapid urban growth bringing drastic changes in our way of life. Adequate transportation facilities must either exist or be created in order that those living in urban areas can travel to and from their homes without too much inconvenience and too much waste of time. The growing concentration of our population in urban areas is making it more and more difficult or even impossible for the local levels of government to provide the expensive expressways, roads and transit services that are required.

A recent paper put out by the Canadian Federation of Mayors and Municipalities made it clear that the municipalities had plans to deal with urban transportation, but

not the money to implement the plans. They put it in the following way:

The financial resources of urban municipalities must be supplemented by increased aid from senior levels of government in order that capital investment in urban transportation facilities reach an adequate level. Financial assistance in urban municipalities in meeting their transportation needs must be accompanied by a coherent national policy in this field, senior government legislation outlining long-range financial policies applicable to the field, and definite financial and technical assistance toward planning and implementing future capital investment in urban transportation facilities.

A recently held conference on Canadian urban transportation was told that only when federal, provincial and municipal governments agree on costs of a nationwide transportation scheme for cities will the present piecemeal, unplanned road and rail policies be made practical and economic.

As I have said before, there is a need at all government levels to take into account the wishes, needs and co-operation of the people themselves. In Toronto there has developed an intense controversy over the priorities of transportation development. This is centred around the Spadina expressway. Many Torontonians, including myself, believe that the expressway, pouring more and more automobiles into the centre of the city, is not the best way to deal with the traffic problems of the metro area. We agree that commuter trains and subways are a better answer. They would be cheaper and more accessible to the average person, limiting the vast number of motor vehicles blocking the highways at rush hours. Whatever the answer, public authorities should not confine themselves to taking the advice of experts although such advice is, of course, necessary. It is also of the utmost importance that they should consult organizations and the people themselves.

I intended to discuss the questions of airfields and pollution. I understand that my colleague, the hon. member for Surrey (Mr. Mather), is going to deal with air pollution. I merely want to say that we had in the city of Toronto an illustration of the necessity of local consultation when we were threatened with the building of a large international jet airport on the lakefront immediately adjacent to a well-established residential area. This arose because of lack of consultation with the people and with their elected representatives.

I intended to read a letter from a Mr. Hemming, director of air planning and research for the Department of Transport, which was described in the *Globe and Mail* as "extraordinary arrogance". I will not take up time to