

TRAFFIC PLANNING IN PORT-CITIES



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This paper examines the interconnection of ports and cities in respect to traffic planning and management. As ports are significant material economic nodes, the amount of traffic and infrastructure (both public and private) in their vicinity has repercussions on urban development and growth. This piece highlights good planning practices around marine port terminals to reduce and mitigate the negative effects of pollution and congestion arising in cities as a result of port activity.

APPROACH:

The paper begins by identifying the key actors relevant to traffic planning in port cities. It then characterizes their relationships with one another to illustrate the plurality of issues facing port-traffic decision makers, and potential improved approaches to traffic planning.

MAIN FINDINGS:

- Policy makers need to recognize that ports are not isolated elements, but instead are embedded in urban systems. Hence traffic and other externalities of port activity affect local urban economies, polities, and communities. Accordingly, future traffic planning should move beyond simply speeding transportation turnaround, to instead consider the larger port and city relationships affected by heavy port traffic.
 - Port governance frameworks would do well to incorporate civil and government bodies in their decision making, particularly when these actors hold key institutional power to facilitate city-port collaboration.
- To date, the container terminal operating industry has not taken proactive leadership issues beyond the confines of the territory of ports. However, a growing recognition of the effects of maritime trade outside the traditional confines would prove beneficial for addressing port pollution issues.
 - This has been evidenced by work done by public authorities in partnership with private actors who have been able to balance multiple competing interests. Future port policy lessons could be drawn from these examples.