

Submission on Harbour Road paid parking proposal

Cllr. David Healy, 21st April 2026

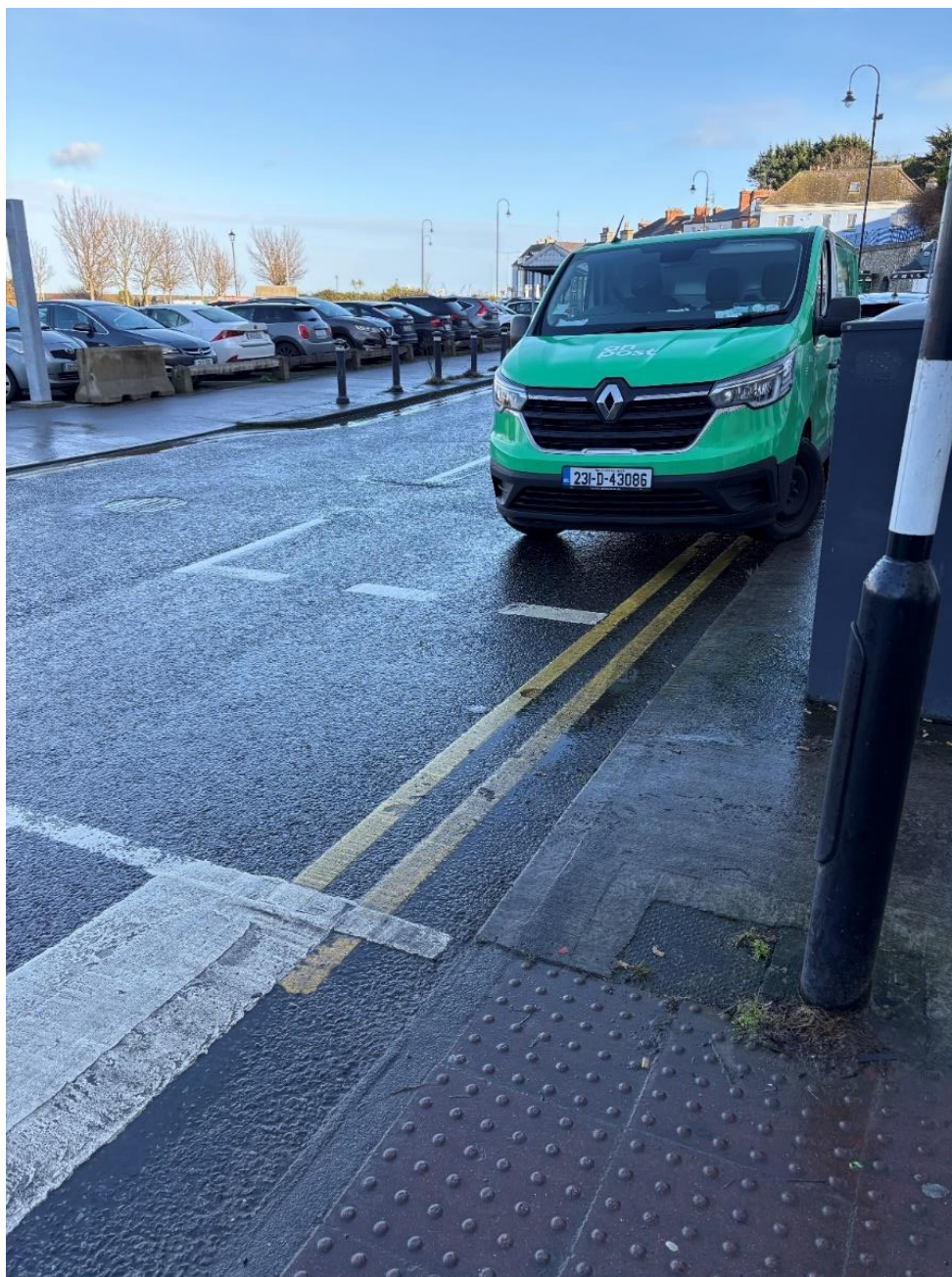
1. It's really important, as agreed by the Area Committee in April 2025, that we co-ordinate with DAFM/Harbourmaster and introduce a single integrated system so that we can have rapid turnover on the roadside spaces but longer stay visitor parking and residents' parking in the car parks. We should have a shared overall understanding of how we want to manage car parking in the town and harbour and reflect this in both the provision of spaces and the management of them.

My comments below are made within that overall context. Firstly, some feedback on the parking management scheme as proposed, and then some comments on parking space layout/ safety and road space allocation.

2. The initial proposal for the parking control area should cover the areas where there are existing parking challenges. This means it should extend westwards to cover the junction at the entrance to Howth Castle and the Old Howth Road outside St. Mary's Church, southwards to cover Church St, Dunbo Hill, Abbey St., St. Lawrence's Road, Evora Park, Harbour View, and Main St. at least as far as the Church of the Assumption and eastwards as far as the car park at the Nose of Howth. I suggest this area as the first draft, to be reduced or increased, subject to residents' feedback.
3. We should design the parking control and the roads in such a way as to ensure that we're not pushing more cars to drive on Balscadden Road. It's heavily used by people walking as it's the start of all of the marked loop walks, and it's itself a beautiful walk. It doesn't have proper footpaths. When the car park at the Nose of Howth is full the road then gets gridlocked and becomes very difficult for all road users. We should design the road and the parking control in such a way that only people with mobility needs drive to the car park at the Nose of Howth. This probably means that, at least at busy times, it should have a higher charge than competing car park spaces at the East Pier.
4. A 3 hour time limit is too short for walkers, who will often follow their walk with a meal locally. Spaces at the East Pier or at the car park beside the playground (the latter being currently in DAFM control, see point 1.) should be the ones used by walkers and should facilitate up to 5 or 6 hours' parking.
5. The alteration of the bye-laws to enable apartment residents to apply for permits including carers' and visitors' permits, which has been referred to the SPC for consideration, is essential.
6. Residents'/carers'/visitors' permits need to allow parking on the nearest streets with plentiful parking, not just on the street where the resident lives, if that is a

street with very little parking. The proposal that residents of nearby streets who currently park cars on Harbour Road would not be eligible to apply for residents' or carers' permits is unreasonable.

7. The proposal suggests only minor changes to the marked parking layout. This is an appropriate time to look at the parking allocation in Howth and in particular to address safety issues and to reallocate street space to improve the public realm.
8. Loading bays are needed opposite the playground to allow deliveries to apartments and businesses in the area. Please see attached photos of dangerous abandonment of two different delivery vans in the carriageway at this location, blocking sightlines of the zebra crossing.





9. The loading bay shown on the drawing of Zone 2 blocks sightlines to the pedestrian crossing beside it and should be moved eastwards.
10. We should take the opportunity to widen footpaths where they are currently very constrained. This definitely includes outside Findlaters and outside Beshoffs (as previously discussed at the Area Committee on a number of occasions.) Further consideration is needed to come up with a full list.
11. At the entrance to the West Pier, is there a reason for the disabled spaces to not be at the start of the pier? At the moment, with narrow footpaths, this is an area where cars reversing out of parking spaces cross paths with people walking to access the pier. A redesign could make this much safer. This would pr
12. The NTA has committed to fund the redesign of the Howth Station forecourt and the adjoining road area part of which is shown in Zone 1 and the Area Committee has asked for the redesign to be undertaken. It may be more appropriate for parking spaces in this area to be designated for drop-off/waiting only.

13. The Fingal Development Plan contains an objective for the creation of a pedestrianised public square in the core of Howth. This should be borne in mind when parking management is considered for that area.

(The current proposal has been put on public display by the Council Executive. Much of the above feedback has been given at Area Committee meetings but has not yet been taken on board.)