

## Heather Cooke

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**From:** Damien O Reilly <[REDACTED]>  
**Sent:** 23 January 2019 10:46  
**To:** RSES  
**Cc:** Cllr Damien O'Reilly (MCC Ratoath MD); Damien O Reilly  
**Attachments:** Draft RSES Submission 23012019 .pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To whom it may concern,

Please find attached my Draft RSES submission.

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Regards,

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Cllr. Damien O'Reilly

**Tel:** [REDACTED]  
**Email:** [REDACTED]

**Ratoath Municipal District  
Meath County Council**

[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



23<sup>rd</sup> January 2019

**RE: Draft Regional Spatial and Economic Strategy for the Eastern and Midland Region**

To whom it may concern,

Firstly, I would like to add my full support for the Meath County Council Submission to EMRA regarding the Draft RSES.

I would also like to make the additional two points.

#### **Leinster Outer Orbital Motorway**

The RSES final document must recognise the need for the Leinster Outer Orbital Motorway as a paramount strategic national project in order to provide balanced growth to the east of Ireland, the rest of Leinster and surrounding counties.

#### **Public Transport Ticket Pricing for South East Meath**

Currently, Ashbourne (4 lane motorway, adjacent to Dublin Airport), Dunshaughlin and Ratoath are not part of the Dublin Metropolitan area thus bus commuters are financially penalised for living closer to Dublin City Centre. This is in comparison to towns in the Dublin Metropolitan area that are further distances from the city such as Balbriggan, Bray, Greystones, Clane, Maynooth and Kilcock.

After several meetings with the National Transport Authority over these scandalous prices for south east Meath commuters, senior management constantly advise they cannot lower ticket prices due to the boundary lines of the Dublin Metropolitan area while agreeing, Greystones, Balbriggan and Kilcock are more costly services to run due to the travel distance from the city centre but offer much lower ticket prices in comparison to Ashbourne, Dunshaughlin and Ratoath.



I very much doubt that EMRA, the Department of Housing, Planning and Local Government and other instruments of the state will permit these 3 additional Meath towns into the Dublin Metropolitan area for this final document.

Therefore, I'm calling on EMRA, the Department of Housing, Planning and Local Government, Department of Transport, Tourism and Sport and the National Transport Authority to develop some form of mechanism to permit public transport operators serving Ashbourne, Dunshaughlin and Ratoath to provide ticket prices at a lower, similar rate to the towns within the Dublin Metropolitan area.

I conclude it is totally unacceptable that south east Meath commuters are financially penalised due to this interdepartmental bureaucracy that serves no one.

Is mise le meas,

Cllr. Damien O'Reilly