Drawing 1 shows the section from after Sean Moore Rd to Beech Avenue. In this section a two way cycle track is proposed on the existing footpath beside the park with two way traffic. The footpath on the house side remains as is.

LEGEND:
- CYCLE TRACK
- BUS LANE
- GRADE AREA / VERGE

GENERAL ARRANGEMENT

DRAWING 1

STRAND ROAD TRIAL TWO-WAY CYCLE TRACK

1:250

DO NOT SCALE USE FIGURED DIMENSIONS ONLY
Drawing 2 shows the section from Beech Avenue to Sandymount Court. In this section a two way cycle track is proposed on the existing footpath beside the park with two way traffic. The footpath on the house side remains as is.
Drawing 3 shows the section from Sandymount Court to just after Marine Drive. In this section the two way cycle track remains on the footpath coming down to road level at Marine Drive. Two way traffic is maintained as far as Marine Drive with one way traffic outbound from Marine Drive. After Marine Drive the cycle track is on road and both footpaths remain as is.
Drawing 4 shows the section from just after Marine Drive to Roslyn Park school. In this section the two way cycle track is on road with one outbound traffic lane using what is currently the inbound traffic lane. Footpaths on both sides remain as is.
Drawing 5 shows the section from Roslyn Park school to Martello view. In this section the two way cycle track is on road with one outbound traffic lane using what is currently the inbound traffic lane. Footpaths on both sides remain as is. There is a cycle link between Newgrove Avenue and the proposed cycle track. The bus stop on Newgrove avenue remains as is.
Drawing 6 shows the section from Martello View to Lea Road. In this section the two way cycle track is on road with one outbound traffic lane using what is currently the inbound traffic lane. Footpaths on both sides remain as is.
Drawing 7 shows the section from Lea Road to before Gilford avenue. In this section the two way cycle track is on road with one outbound traffic lane using what is currently the inbound traffic lane). Footpaths on both sides remain as is.
Drawing 8 shows the section from Gilford Avenue to Gilford Road. In this section the two way cycle track is on road with one outbound traffic lane using what is currently the inbound traffic lane. Footpaths on both sides remain as is.
Drawing 9 shows the section from Gilford avenue to beyond Gilford Road. In this section the two way cycle track is on road with one outbound traffic lane using what is currently the inbound traffic lane). Footpaths on both sides remain as is.
Drawing 10 shows the section from beyond Gilford Road to after Martello Wood. In this section the two way cycle track is on road with one out bound traffic lane using what is currently the inbound traffic lane. Footpaths on both sides remain as is.
Drawing 11 shows the section from beyond Martello Wood to the petrol station after St John's road. In this section the two way cycle track is on road with one outbound traffic lane using what is currently the inbound traffic lane. Footpaths on both sides remain as is.
Drawing 12 shows the section from beyond the petrol station after St John’s road to Adelaide Mews. In this section the two way cycle track is on road with one outbound traffic lane using what is currently the inbound traffic lane. Footpaths on both sides remain as is.
Drawing 13 shows the section from Adelaide Mews to Merrion Strand. In this section the two way cycle track is on road with one outbound traffic lane using what is currently the inbound traffic lane). Footpaths on both sides remain as is.
Drawing 14 shows the section from Merrion Strand to St Albans park. In this section the two way cycle track is on road with one outbound traffic lane using what is currently the inbound traffic lane). Footpaths on both sides remain as is.
Drawing 15 shows the section from St Albans park to Merrion Hall. In this section the two way cycle track is on road with one outbound traffic lane using what is currently the inbound traffic lane. Footpaths on both sides remain as is.
Drawing 16 shows the section from Merrion Hall to the approach to Merrion Gates. In this section the two way cycle track is on road with one outbound traffic lane using what is currently the inbound traffic lane). Footpaths on both sides remain as is.
Drawing 17 shows the section approach to Merrion Gates. In this section the two way cycle track is on road with one outbound traffic lane using what is currently the inbound traffic lane). Footpaths on both sides remain as is. On the Merrion Road the right turn lane is removed on the inbound side and the left turn lane is removed on the outbound side. The current slip lane from the strand road will be converted to a two way cycle track. Footpaths remain as is.