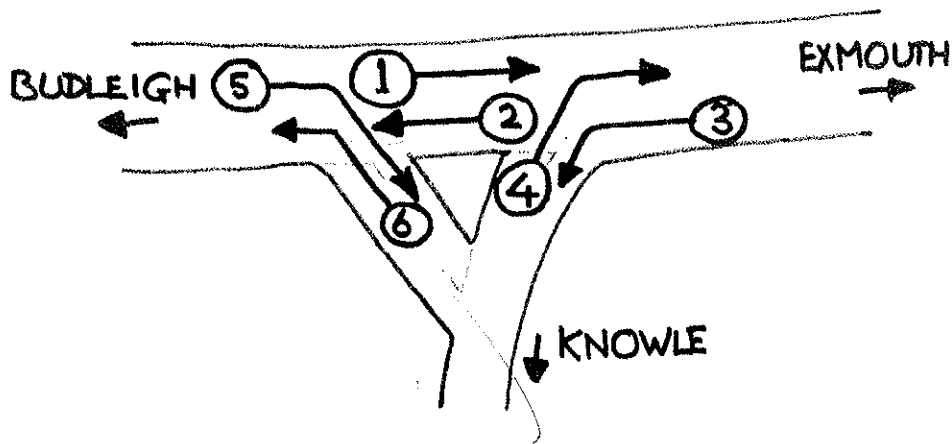


TRAFFIC MOVEMENTS AT KNOWLE CORNER

The junction at Knowle Corner (known locally as 'Pretty Corner') is a basic T-junction where the minor road through Knowle village joins the major Budleigh-Exmouth road. The minor road has good sight-lines in both directions, but joins the major road at a slight angle and on an upward incline. A short slip-road near the junction caters for Budleigh-Knowle traffic.

Following complaints from Knowle residents about traffic building up in the village, the Council's Traffic Group decided to investigate the traffic movements at the junction. A team of volunteer observers from the Otter Valley Association subsequently recorded all turning movements of traffic on two days (Thursday 8th July and Sunday 11th July) between 7.30am and 6.00pm.



All six possible traffic movements were counted, as follows:-

1. Budleigh to Exmouth (major-major, no turning)
2. Exmouth to Budleigh (ditto)
3. Exmouth to Knowle (major-minor, turning left)
4. Knowle to Exmouth (minor-major, turning right)
5. Budleigh to Knowle (major-minor, turning right)
6. Knowle to Budleigh (minor-major, turning left)

The numbers and percentages for each of these are shown below, for the two days individually, and for the combined total.

	1	2	3	4	5	6
Thursday July 8 th	2959 25.9%	2917 25.6%	2652 23.3%	2545 22.3%	159 1.4%	175 1.5%
Sunday July 11 th	2345 27.8%	2334 27.7%	1809 21.4%	1760 20.9%	89 1.1%	98 1.2%
Combined total	5304 26.7%	5251 26.5%	4461 22.5%	4309 21.7%	248 1.2%	273 1.4%

(Continued next page)

It is immediately obvious that

(a) the slip road (movements 5 and 6) carries very little traffic in either direction

(b) the 'major' road carries little more traffic than the 'minor' one- overall: 51.5% on the weekday, 55.5% on the Sunday. For the early morning weekday period 7.30 to 9.00 this proportion drops to 43.1%. The variation in traffic volumes throughout the day is shown in more detail in the attached graphs.

It was noted that the slip-road gave rise to driving problems. More specifically-

(a) a small number of Knowle-Exmouth drivers used it to jump the queue of waiting vehicles, leading to conflicts on the major road.

(b) Budleigh-Knowle drivers were usually given space by the queue of waiting vehicles, but then had poor sight-lines for Exmouth-Knowle traffic turning (often at some speed) off the major road.

It was not the purpose of this survey to propose 'solutions', but the observations suggest that:-

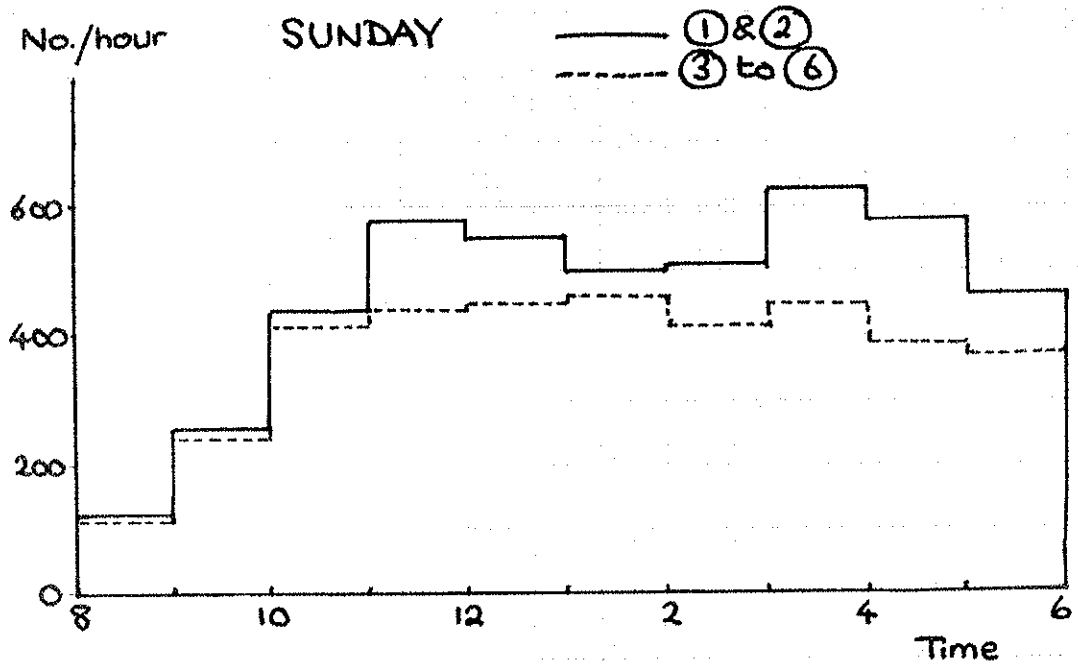
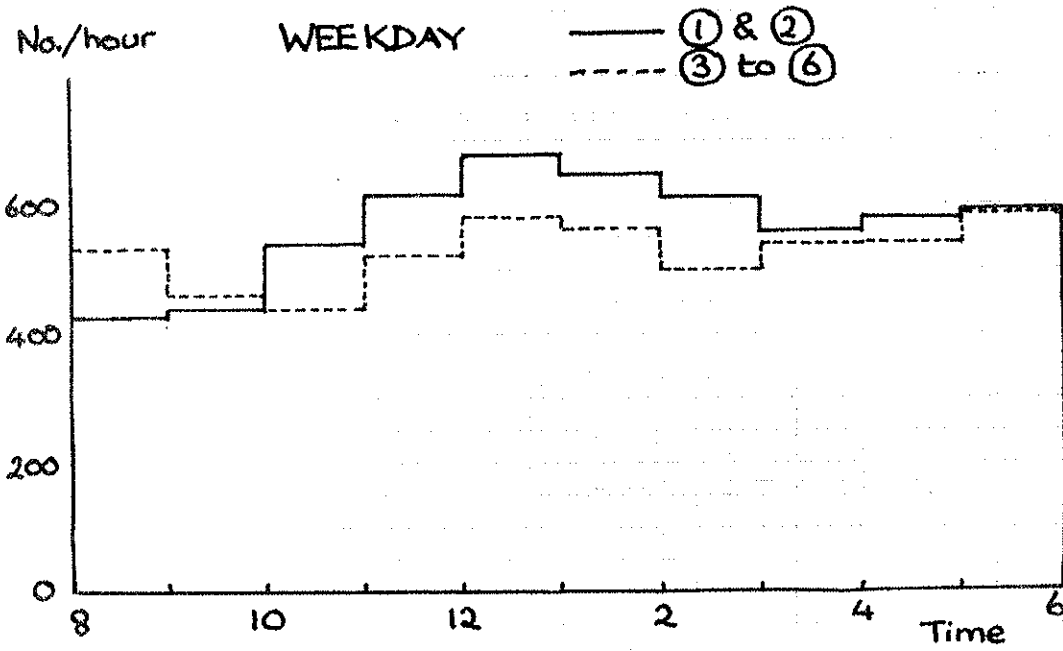
(a) elimination of the slip-road and a realignment of the minor road would make exiting onto the major road a more comfortable (and possibly less potentially dangerous) experience. However, it would do nothing to reduce the long waiting times and build-up of traffic in Knowle which were the original source of concern about the junction.

(b) the traffic flow figures suggest that a more equitable distribution of priority and less delay for Knowle traffic could be achieved by some form of roundabout.

Thanks are due to the survey team, organised and led by Jed Falby:-

John Couper, Patricia Dorrin, Steve Hagger, John Jones, David Linseyhalls, George Maddaford, Peter Quinnell, Neil Rogers and Brian Turnbull.

J Stuart Yerrell,
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Hourly Traffic Flows