Local Air Quality Management
Environment Act 1995

PROGRESS REPORT 2004

North Devon District Council
Environmental Health Unit
Prepared April 2005

Progress Report

North Devon District Council

April 2005

Contents

1. Introduction

1.1 Background

The Environment Act 1995 required the UK Government to produce a national air quality strategy containing standards and objectives for improving ambient air quality. The Act introduced the system of local air quality management (LAQM). As a result, local authorities are required to periodically review and assess the current and future air quality in their areas against those in the Strategy, which have been prescribed in regulations. This report has been produced as part of North Devon District Council's statutory obligation under the Environment Act 1995 to review and assess local air quality.

1.2 Regulations and Air Quality Objectives

The Air Quality Objectives considered in this report are set out in the Air Quality (England) Regulations 2000 and the Air Quality (England) Amendment Regulations 2002. The exception is the particles (PM_{10}) objective for 2010 which for the time being is provisional, and not included in regulation. The Government will consider the inclusion of this objective after the EU first Air Quality Daughter Directive is adopted. The National air quality standards and objectives are contained in Table 1.1.

The provisional objectives for particles (PM_{10}) for 2010 are different depending on which part of the UK is being assessed. The provisional objectives applicable to the North Devon district are given in Table 1.2.

Although local Authorities are not yet statutorily required to assess levels of particles for 2010, they are strongly recommended to do so, to assist with long term planning and the assessment of development proposals in their areas. Therefore this Authority has undertaken an assessment of particles against the 2010 objective.

Also not included in Table 1.1 is an annual mean standard for Nitrogen dioxide of $40\mu g/m^3$ to be achieved by 2010. Although not formally part of the review and assessment process, Nitrogen dioxide annual mean concentrations have also been assessed against this objective.

Table 1.1 - National air quality standards and objectives as outlined in regulations.

POLLUTANT	OBJECTIVE		DATE TO BE ACHIEVED BY
	Concentration	**Measured as**	
Benzene	16.25μg/m^3 (5ppb)	running annual mean	31 December 2003
1,3-butadiene	2.25μg/m^3 (1ppb)	running annual mean	31 December 2003
Carbon monoxide	11.6mg/m^3 (10ppm)	running 8 hour mean	31 December 2003
Lead	0.5μg/m^3 0.25μg/m^3	annual mean annual mean	31 December 2004 31 December 2008
Nitrogen dioxide	200μg/m^3 (105ppb) not to be exceeded more than 18 times a year 40μg/m^3 (21ppb)	1hour mean annual mean	31 December 2005 31 December 2005
Particles (PM_{10}) (gravimetric)*	50μg/m^3 not to be exceeded more than 35 times a year 40μg/m^3	24 hour mean annual mean	31 December 2004 31 December 2004
Sulphur dioxide	350μg/m^3 (132ppb) not to be exceeded more than 24 times a year 125μg/m^3 (47ppb) not to be exceeded more than 3 times a year 266μg/m^3 (100ppb) not to be exceeded more than 35 times a year	1 hour mean 24 hour mean 15 minute mean	31 December 2004 31 December 2004 31 December 2005
*measured using the European gravimetric transfer sampler or equivalent			

Table1.2 – Provisional Objectives for Particles Not Included in the Regulations for the Purpose of Local Air Quality Management

POLLUTANT	AIR QUALITY OBJECTIVE		DATE TO BE ACHIEVED BY
	Concentration	Measured as	
Particles (PM_{10}) (gravimetric)*	50μg/m^3 not to be exceeded more than 7 times a year	24 hour mean	31 December 2004
	20μg/m^3	annual mean	31 December 2004
*measured using the European gravimetric transfer sampler or equivalent			

1.3 Purpose and Scope of Report

This progress report is produced in accordance with the national timetable for ongoing review and assessment of local air quality, as outlined in Table 1.3. It reports on new monitoring data and local developments that have been identified since the 2003 Updating and Screening Assessment, and reports progress on achieving or maintaining pollutant concentrations below the national air quality standards. The report has been produced in accordance with the requirements of DEFRA Progress Report Guidance LAQM.PRG(03)

Table 1.3 – Recommended Timescales for Submissions of Reviews and Assessments and Progress Reports for Local Authorities

LAQM Activity	Completion Date	Which Authorities?
Updating and Screening Assessment (USA)	End of May 2003	All Authorities
Detailed Assessment	End of April 2004	Those Authorities which have identified the need for on in their May 2003 USA
Progress Report	End of April 2004	Those Authorities which identified that there was no need for a Detailed Assessment in their May 2003 USA
Progress Report	End of April 2005	All Authorities
USA	End of April 2006	All Authorities
Detailed Assessment	End of April 2007	Those Authorities which have identified the need for on in their April 2006 USA
Progress Report	End of April 2007	Those Authorities which identified that there was no need for a Detailed Assessment in their April 2006 USA
Progress Report	End of April 2008	All Authorities

USA	End of April 2009	All Authorities
Detailed Assessment	End of April 2010	Those Authorities which have identified the need for on in their April 2009 USA
Progress Report	End of April 2010	Those Authorities which identified that there was no need for a Detailed Assessment in their April 2009 USA

2. SUMMARY OF FINDINGS FROM PREVIOUS REVIEW AND ASSESSMENT WORK

2.1 First Round of Review And Assessment

The first round of review and assessment (carried out in 2000) concluded that the risk of exceeding the air quality objectives for the following pollutants was negligible: -

Carbon monoxide, Benzene, 1,3-butadiene, Lead, Sulphur dioxide, PM10 & Nitrogen dioxide.

On this occasion these conclusions were dependent on a proposed gas fired power station in Yelland not being constructed. If constructed, a third stage review would have been required to consider localised exceedences of *Sulphur dioxide* and *Nitrogen dioxide.*

2.2 Updating and Screening Assessment

The Updating and Screening Assessment (carried out in 2002/03) concluded that: -

1. The risk of exceeding the air quality objectives for the following pollutants was negligible: -

   Carbon monoxide, Benzene, 1,3-butadiene, Lead, PM10 & Nitrogen dioxide.

2. A detailed assessment was required for the *15-minute Sulphur Dioxide* only arising from public exposure to idling trains at Barnstaple railway station.

3. Monitoring results for *Nitrogen dioxide* identified potential exceedences of the annual mean objective at several locations in Barnstaple, however these locations were likely to see significant reductions in road traffic numbers should the proposed western bypass and downstream bridge be constructed. As this was scheduled for completion by early 2006, it was considered that a detailed assessment for Nitrogen dioxide was not necessary.

3. NEW MONITORING RESULTS

3.1 Carbon monoxide

3.1.1 National Network Monitoring (nearest national network monitoring sites)

2004 – No exceedences at any site in South West England

3.1.2 Local Monitoring

No local monitoring programme

3.2 Benzene

3.2.1 National Network Monitoring (nearest national network monitoring sites)

2004 – No exceedences at any site in South West England

3.2.2 Local Monitoring

No local monitoring programme

3.3 1,3-Butadiene

3.3.1 National Network Monitoring (nearest national network monitoring sites)

2004 – No monitoring sites in South West England

3.3.2 Local Monitoring

No local monitoring programme

3.4 Lead

3.4.1 National Network Monitoring (nearest national network monitoring sites)

2004 – No monitoring sites in South West England

3.4.2 Local Monitoring

No local monitoring programme

3.5 Sulphur dioxide

3.5.1 National Network Monitoring (nearest national network monitoring sites)

2004 – No exceedences at any site in South West England

3.5.2 Local Monitoring

No local monitoring programme

3.6 PM10

3.6.1 National Network Monitoring (nearest national network monitoring sites)

2004 – No exceedences at any site in South West England

3.6.2 Local Monitoring

No local monitoring programme

3.7 Nitrogen dioxide

3.7.1 National Network Monitoring (nearest national network monitoring sites)

2004 – No exceedences of 1hour mean standard at any site in South West England. The annual mean standard was exceeded at the following sites: -

- BATH 1N
- BATH ROADSIDE
- BRIDGWATER 6N
- BRISTOL 1N
- BRISTOL 5N
- BRISTOL OLD MARKET
- EXETER 1N
- EXETER 5N
- NEWTON ABBOT 6N
- POOLE 3N
- SOUTHAMPTON 10N
- TOTNES 9N
- WESTBURY 1N
- WESTBURY 6N

3.7.2 Local Monitoring

Nitrogen dioxide diffusion tube survey at locations described in detail in Appendix 1

Table 3.1 - Locations monitored since last USA in 2003

Site *(all locations in Barnstaple unless stated)*	**Annual Mean NO_2 Concentrations ($\mu g/m^3$)**			
	Uncorrected		**Corrected**	
	2003[1]	**2004[2]**	**2003[3]**	**2004[4]**
Broad Street, South Molton	28.5	20.66	27.36	19.63
Hollowtree Road	37.25	32.89	35.76	31.25
Cedars Roundabout	28.5	20.66	27.36	19.63
Sticklepath School	11.85	8.92	11.38	11.26
Alexandra Road	42.39	32.62	40.69	30.99
Medical Centre, Vicarage St.	21.8	17.47	20.93	16.60
Pilton Causeway	30.23	25.46	29.02	24.19
High Street, Ilfracombe (1)	27.76	22.87	26.65	21.73
Church Street, Ilfracombe	27.9	22.98	26.78	21.83
The Square, Braunton	41.83	39.43	40.16	37.46
Prixford, nr Barnstaple	12.58	9.77	12.08	9.28
West Yelland, nr Barnstaple	13.40	-	12.864	-
Lower Sticklepath	34.17	25.96	32.8032	24.662
Rolle Street	45.16	38.74	43.3536	36.803

Notes: -

[1] - January 2003 – December 2003
[2] - January 2004 – December 2004
[3] - Bias adjustment factor = 0.96 – refer to Appendix 3
[4] - Bias adjustment factor = 0.95 – refer to Appendix 3

3.7.3 Annual Mean Concentration Trends

Of the Nitrogen dioxide diffusion tube monitoring locations in North Devon, 9 have been in operation for 4 or more years. These are as follows: -

- Broad Street, South Molton
- Hollowtree Road, Barnstaple
- Cedars Roundabout, Barnstaple
- Sticklepath School, Barnstaple
- Alexandra Road, Barnstaple
- Medical Centre, Vicarage Street, Barnstaple
- Pilton Causeway, Barnstaple
- High Street, Ilfracombe (1)
- The Square, Braunton

In 2001, tube preparations changed to 20%TEA in water. As a result monitored Nitrogen dioxide concentrations increased at all sites. Despite this increase, the use of data from before the change in tube preparation is considered to be valid as it was still subject to satisfactory QA/QC at an accredited laboratory.

The data in the below chart is presented in uncorrected format, as this Authority was not able to establish a valid bias adjustment factor for each year of collected data. The site numbers in the legend correlate with those contained in Appendix 1.

3.7.4 Annual Mean Concentration Projections

Table 3.2 contains projected Nitrogen dioxide concentrations for 2005 and 2010. As can be seen in the table, it is predicted that the objective will be exceeded in 2005 at Rolle Street, Barnstaple. This location is a congested street canyon, and road traffic is the primary source of Nitrogen dioxide, however completion of the road scheme described is section 4.2 is projected to deliver a 54% reduction in traffic flow along this road link. This will have significant air quality benefits, and a detailed assessment for this location is considered necessary at this time.

Chart 3.1 - Annual Mean NO2 Concentration Trends 2000-2004

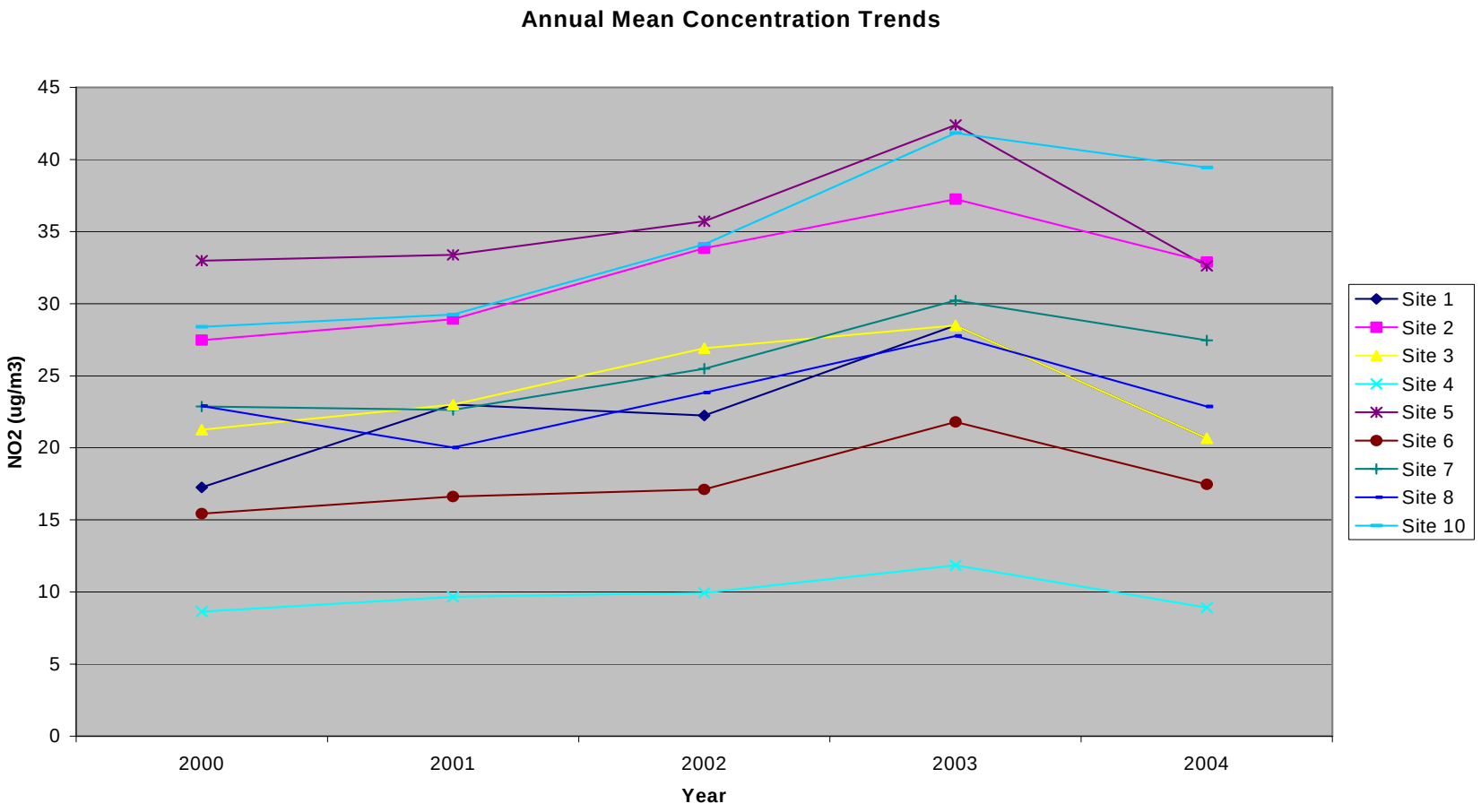


Table 3.2 - Nitrogen dioxide annual mean concentration projections

Site *(all locations in Barnstaple unless stated)*	**Bias Corrected Measured Concentration (μg / m³)**		**Maximum Predicted Concentration (μg / m³)**		**Predicted Exceedence**	
	2003	**2004**	**2005**	**2010**	**2005**	**2010**
Broad Street, South Molton	27.36	19.63	25.94	21.34		
Hollowtree Road	35.76	31.25	33.90	27.89		
Cedars Roundabout	27.36	19.63	25.94	21.34		
Sticklepath School	11.38	11.26	10.98	9.03		
Alexandra Road	40.69	30.99	38.57	31.74		
Medical Centre, Vicarage St.	20.93	16.60	19.84	16.33		
Pilton Causeway	29.02	24.19	27.51	22.64		
High Street, Ilfracombe (1)	26.65	21.73	25.26	20.79		
High Street, Ilfracombe (2)	26.78	21.83	25.39	20.89		
The Square, Braunton	40.16	37.46	38.07	31.33		
Prixford, nr Barnstaple	12.08	9.28	11.45	9.42		
West Yelland, nr Barnstaple	12.86	-	12.19	10.03		
Lower Sticklepath Roundabout	32.80	24.66	31.09	25.58		
Rolle Street	43.35	36.80	41.09	33.81	4	

Correction factors for projected concentrations derived from Guidance LAQM.TG(03) Box 6.6

4. NEW LOCAL DEVELOPMENTS

4.1 New Industrial Processes

Table 4.1 - Industrial Processes Identified Since Publication Of The 2003 USA: -

Location	OS Grid ref.	Description	Relevant Pollutants[1]
Hill Village, South Molton	SS 686 262	Part A2 Particleboard, wood combustion and wood products processes	none
Charles, Barnstaple	SS 691 328	Part A2 Roadstone Coating process	None
Bickington, Barnstaple	SS 533 324	Part B Waste Oil Burner	none
Mill Road, Barnstaple	SS 555 334	Part B Waste Oil Burner	none

[1]Pollutant information taken from LAQM.TG(03), Appendix E

No significant new industrial processes have been identified in neighbouring Local Authority areas with potential to adversely affect air quality in North Devon.

4.2 New Road Schemes

A major new road scheme is currently under construction in Barnstaple - a western bypass of the town centre, together with a new bridge over the River Taw downstream of the town centre. The path of the bypass and downstream bridge can be seen in outline in Appendix 4.

This scheme had been granted planning permission prior to the submission of the 2003 USA, however due to delays in establishing the funding package, commencement of work has been delayed. Information provided by the road scheme contractor has suggested that the road will not be open to traffic until Spring 2007, one year later than stated in the 2003 USA. The scheme is still expected to deliver the predicted reduction in road traffic levels and air pollutants, however in some cases this will be over 12 months after the objective date.

Since January 2005, North Devon District Council has expanded its Nitrogen dioxide diffusion tube monitoring scheme on those roads affected by the downstream bridge project, so that it may assess the impact the delays will have on achievement of the Nitrogen dioxide annual mean objective for 31st December 2005. This data will be fully considered in the 2006 USA.

4.3 Public Transport

In the 2003 USA, Diesel locomotives idling at Barnstaple Station were identified as requiring further assessment against the 15-minute Sulphur dioxide objective. This was on the basis of timetable assessment and observations of trains at the station, that indicated that trains were idling at the station within 1metre of public areas for greater than 15 minutes on 3 or more occasions per day.

Since publication of the USA, North Devon District Council has been in contact with Wessex Trains, and were informed that at the end of a branch line like Barnstaple Station, it was not advisable to switch the diesel engines off, due to the distance to a repair facility should they fail to switch on again. Despite this situation, a solution to the problem has materialised in that following timetable changes in early 2004 trains are at the platform for more than 15 minutes on no more than 2 occasions per day. This continues into the current timetable, and the screening criteria are no longer fulfilled and a detailed assessment of air quality is not required. A copy of the current timetable for this line in included in Appendix 5.

4.4 New Developments

In previous rounds of review and assessment, North Devon District Council has identified proposals for a Combined Cycle Gas Turbine Power Station at West Yelland, Barnstaple. Since the 2003 USA these proposals have been completely withdrawn, and indeed the Part A1 Permit for the development has been surrendered.

4.5 Planning Approvals

No planning approvals have been given since the last round of review and assessment where it has been necessary to impose conditions for assessment of, or to limit the impact on, compliance with the National Air Quality Standards.

Applications with air quality issues that are currently being determined are outlined in Table 4.2. Only one application is described in the table, this being the redevelopment of a former industrial site for mixed retail and residential use. This is a major application and required an Environmental Impact Assessment. Air Quality was a major component of this assessment, due to the increases in traffic flow in Braunton, some road links seeing an increase in Annual Average Daily Traffic flow of almost 5000. The air quality assessment determined that although there would certainly be some increase in pollutant concentrations, these were not likely to lead to an exceedence of the 2005 objectives.

Table 4.2 – Current Planning Applications with Air Quality Concerns

Application Number	Location	Description	Cause of Concern	Relevant Pollutants
34480	Former Brannoc Fibres Site, First Field Lane, Braunton	Food Store, Business Floor Space and Residential Development (outline application)	Increased traffic on several road links in Braunton	NO_2 & PM_{10}

5. Summary of Findings

This Progress Report concludes that: -

1. The findings of the 2003 Updating and Screening Assessment remain valid for Carbon monoxide, Benzene, 1,3-Butadiene, Lead and PM_{10}.

2. A Detailed Assessment is not required for the 15-minute Sulphur dioxide objective, due to changes in the timetable for trains operating from Barnstaple Station.

3. Construction of the Barnstaple Western Bypass has now commenced. The predicted reductions in road traffic in central Barnstaple are still expected to be achieved, however compliance with the annual mean objective for Nitrogen dioxide at Rolle Street is expected to be approximately 12 months later than stated in the 2003 USA.

4. There are no new industrial processes or planned developments in the North Devon District with the potential to significantly impact upon achievement of the National Air Quality Standards.

Appendix 1

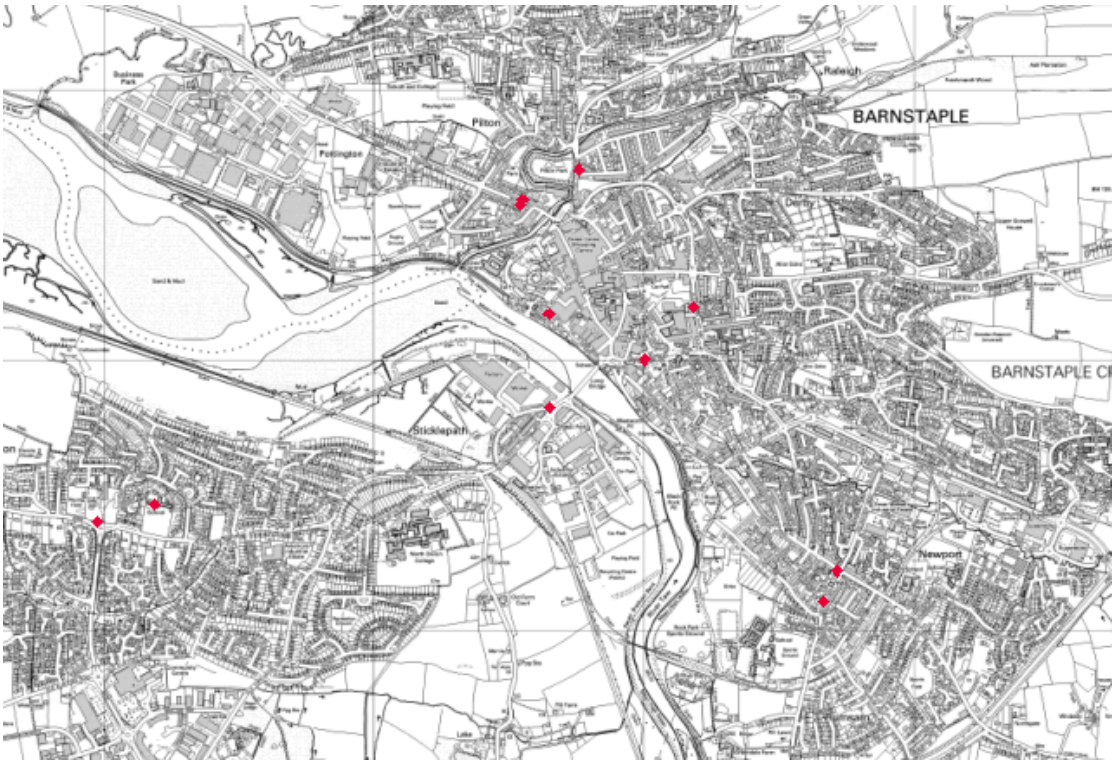
Nitrogen Dioxide Diffusion Tube Monitoring Locations

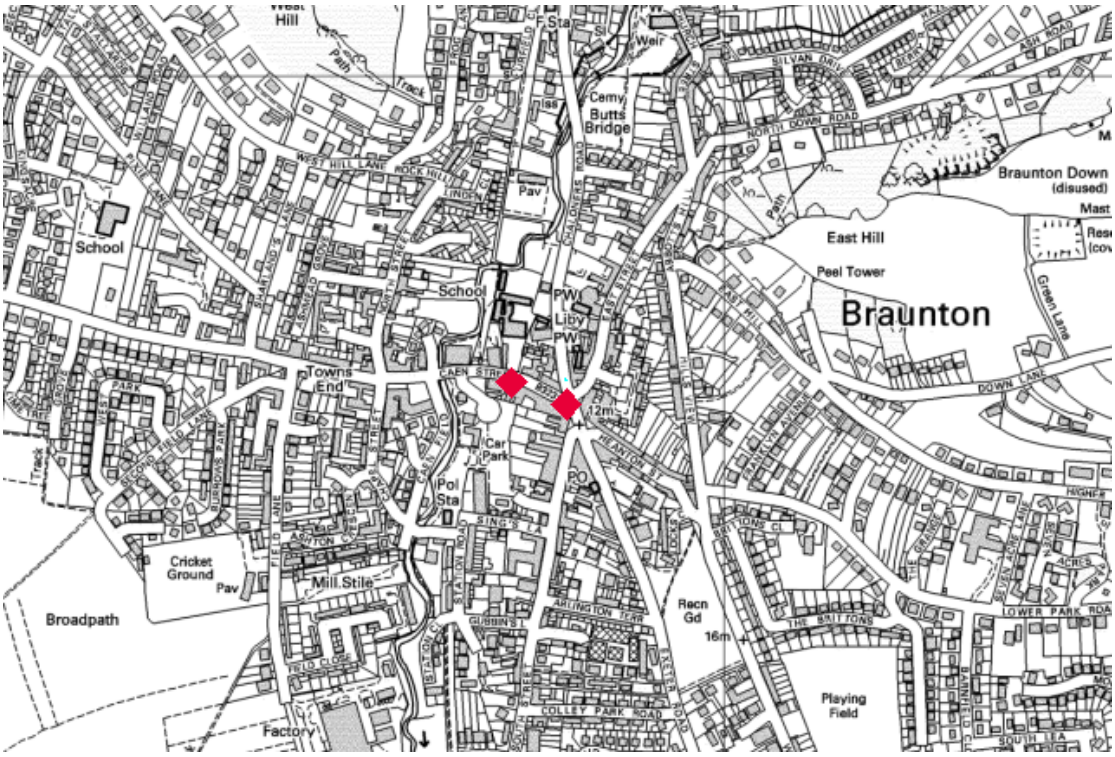
Site No.	Location	Description	Site Type	Comments
1	Broad Street, South Molton	Lamp post, middle of main square		
2	Hollowtree Road, Newport, Barnstaple	Lamp post, 1m from road, congested junction		2m from residential façade. Discontinued Jan 2005
3	Cedars Roundabout, Barnstaple	Lamp post, 2 metres from road, congested junction		
4	Sticklepath School, Sticklepath, Barnstaple	School façade, >50m from nearest road	Urban background	
5	Alexandra Road, Barnstaple	Lamp post, 2m from road	Urban Kerbside	Representative of residential façade further along road.
6	Medical Centre, Vicarage Street, Barnstaple	Telegraph pole in car park, >15m from road	Urban Intermediate	Discontinued Jan 2005
7	Pilton Causeway, Barnstaple	Lamp post, 1m from road, congested road	Urban Kerbside	Residential façade 4m further from road
8	High Street, Ilfracombe	Signpost 1m from road	Urban Kerbside	residential exposure on opposite side of road
9	Church Street, Ilfracombe	Lamp post 1m from road	Urban Kerbside	
10	The Square, Braunton	Signpost <1m from road, congested junction	Urban Kerbside	residential façade 3m further from road
11	Prixford, Barnstaple	Telegraph pole <1m from road	Rural roadside	Potential impact from CCGT project. Discontinued Jan 2005
12	West Yelland, Barnstaple	Lamp post 2-3m from road, adjacent proposed CCGT power station	Urban Kerbside	Discontinued Feb 2004
13	Lower Sticklepath Roundabout,	Signpost 1m from road,		Represents residential

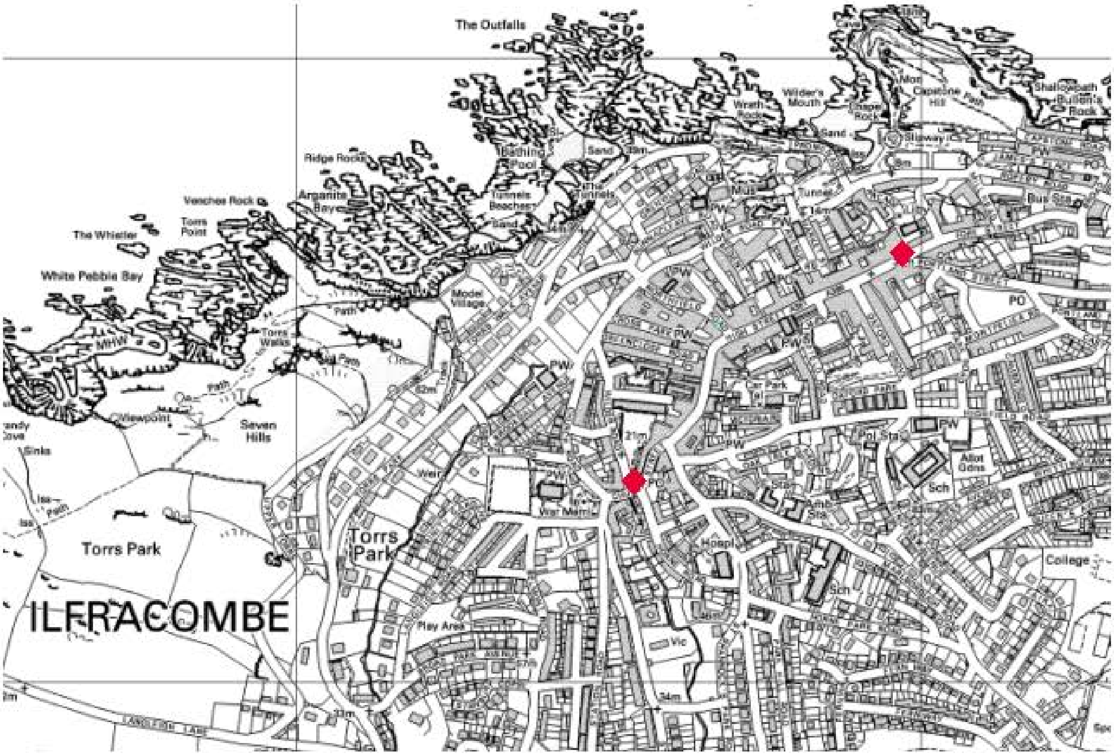
	Barnstaple	adjacent former DCC NO2 monitor		exposure at Osborne Terrace
14	Rolle Street (1), Barnstaple	Lamp post 1m from congested road in Street Canyon		Residential exposure 3m further from road
15	Rolle Street (2), Barnstaple	Telegraph pole 1m from congested road in Street Canyon		Directly opposite site 14 Commenced Feb 2005
16	London Inn, Caen Street, Braunton	House façade, 1m from congested road		Commenced Feb 2005
17	Castle Street, Barnstaple	House façade 1m from congested road in Street Canyon		Commenced Feb 2005
18	South Street, Newport, Barnstaple	Lamp post 1m from occasionally congested road		Residential exposure 2m further from road Commenced Feb 2005
19	Newport Road, Newport, Barnstaple	Residential façade 1m from congested junction		Commenced Feb 2005
20	Belle Meadow Court, Belle Meadow Road, Barnstaple	Residential façade 3m from congested road		Commenced Mar 2005

Appendix 2

Maps of Current Nitrogen Dioxide Monitoring Locations



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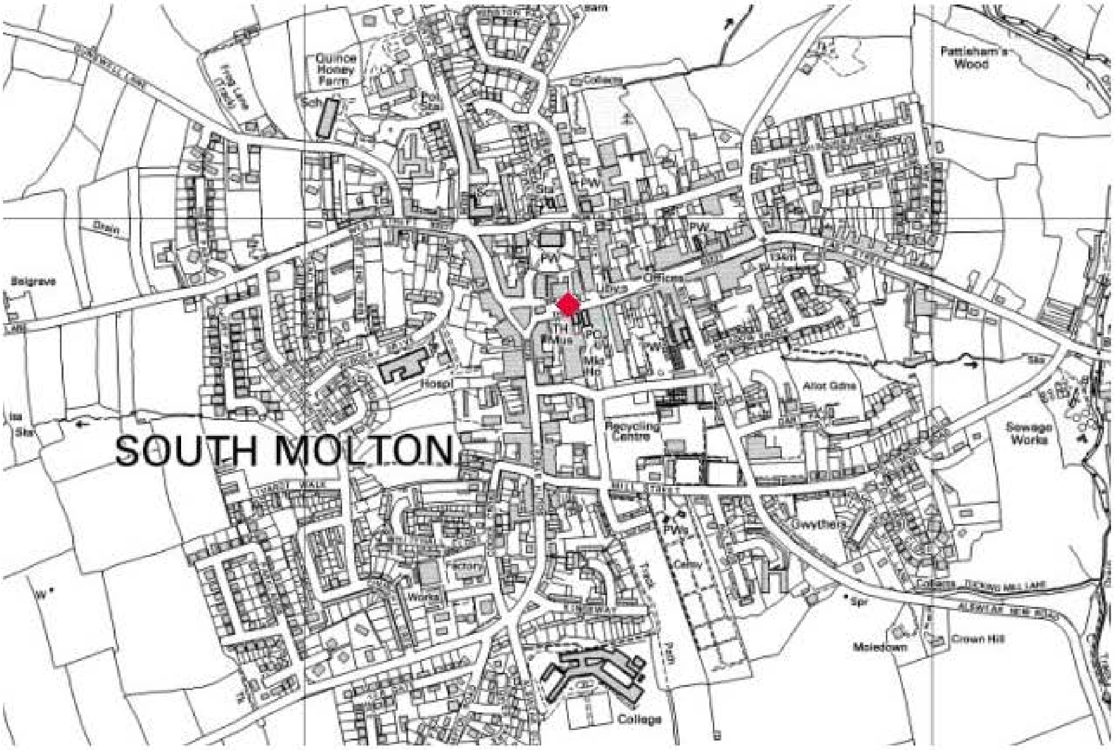
Torrs Park
Torrs Park
ILFRACOMBE
College


Quince Honey Farm
Pattisham's Wood
Offices
Recycling Centre
SOUTH MOLTON
Sewage Works
College

Appendix 3

Diffusion Tube Monitoring of Nitrogen dioxide

Current Laboratory

Gradko International Ltd
St. Martins House
Wales Street
Winchester
Hampshire
SO23 0RH

Quality Control

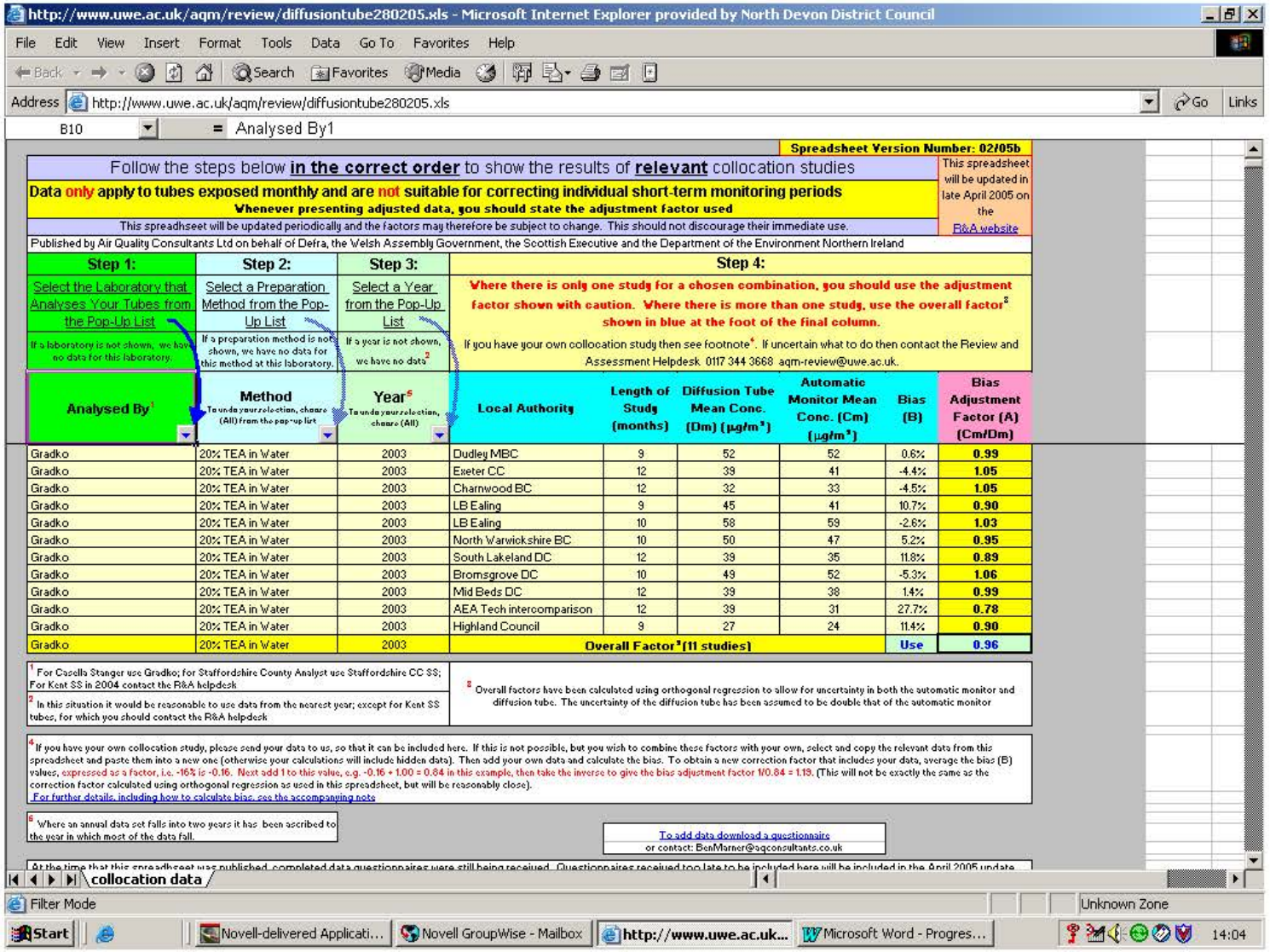
Participant in WASP laboratory analysis scheme; measurement accuracy assessed monthly by AEA Technology as part of UK No2 Survey QA/QC Scheme.

Tube Preparation Method

20% TEA in Water

Bias Adjustment Factor

The bias adjustment factors for 2003 and 2004 are 0.96 and 0.95 respectively. These figures were obtained from the Air Quality Management Resource Centre website operated the University of the West England, and are derived from co-location studies for the tube preparation and laboratory form across the UK. Copies of the output sheets from the website are on the following pages.



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Address http://www.uwe.ac.uk/aqm/review/diffusiontube280205.xls

B10 = Analysed By1

Spreadsheet Version Number: 02/05b

Follow the steps below **in the correct order** to show the results of **relevant** collocation studies

This spreadsheet will be updated in late April 2005 on the R&A website

Data only apply to tubes exposed monthly and are not suitable for correcting individual short-term monitoring periods

Whenever presenting adjusted data, you should state the adjustment factor used

This spreadsheet will be updated periodically and the factors may therefore be subject to change. This should not discourage their immediate use.

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Step 1: Select the Laboratory that Analyses Your Tubes from the Pop-Up List. If a laboratory is not shown, we have no data for this laboratory.

Step 2: Select a Preparation Method from the Pop-Up List. If a preparation method is not shown, we have no data for this method at this laboratory.

Step 3: Select a Year from the Pop-Up List. If a year is not shown, we have no data[2]

Step 4: **Where there is only one study for a chosen combination, you should use the adjustment factor shown with caution. Where there is more than one study, use the overall factor[3] shown in blue at the foot of the final column.**

If you have your own collocation study then see footnote[4]. If uncertain what to do then contact the Review and Assessment Helpdesk 0117 344 3668 aqm-review@uwe.ac.uk.

Analysed By[1]	Method (To undo your selection, choose (All) from the pop-up list)	Year[5] (To undo your selection, choose (All))	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) (µg/m³)	Automatic Monitor Mean Conc. (Cm) (µg/m³)	Bias (B)	Bias Adjustment Factor (A) (Cm/Dm)
Gradko	20% TEA in Water	2003	Dudley MBC	9	52	52	0.6%	**0.99**
Gradko	20% TEA in Water	2003	Exeter CC	12	39	41	-4.4%	**1.05**
Gradko	20% TEA in Water	2003	Charnwood BC	12	32	33	-4.5%	**1.05**
Gradko	20% TEA in Water	2003	LB Ealing	9	45	41	10.7%	**0.90**
Gradko	20% TEA in Water	2003	LB Ealing	10	58	59	-2.6%	**1.03**
Gradko	20% TEA in Water	2003	North Warwickshire BC	10	50	47	5.2%	**0.95**
Gradko	20% TEA in Water	2003	South Lakeland DC	12	39	35	11.8%	**0.89**
Gradko	20% TEA in Water	2003	Bromsgrove DC	10	49	52	-5.3%	**1.06**
Gradko	20% TEA in Water	2003	Mid Beds DC	12	39	38	1.4%	**0.99**
Gradko	20% TEA in Water	2003	AEA Tech intercomparison	12	39	31	27.7%	**0.78**
Gradko	20% TEA in Water	2003	Highland Council	9	27	24	11.4%	**0.90**
Gradko	20% TEA in Water	2003	**Overall Factor[3] (11 studies)**				**Use**	**0.96**

[1] For Casella Stanger use Gradko; for Staffordshire County Analyst use Staffordshire CC SS; For Kent SS in 2004 contact the R&A helpdesk

[2] In this situation it would be reasonable to use data from the nearest year; except for Kent SS tubes, for which you should contact the R&A helpdesk

[3] Overall factors have been calculated using orthogonal regression to allow for uncertainty in both the automatic monitor and diffusion tube. The uncertainty of the diffusion tube has been assumed to be double that of the automatic monitor

[4] If you have your own collocation study, please send your data to us, so that it can be included here. If this is not possible, but you wish to combine these factors with your own, select and copy the relevant data from this spreadsheet and paste them into a new one (otherwise your calculations will include hidden data). Then add your own data and calculate the bias. To obtain a new correction factor that includes your data, average the bias (B) values, expressed as a factor, i.e. -16% is -0.16. Next add 1 to this value, e.g. -0.16 + 1.00 = 0.84 in this example, then take the inverse to give the bias adjustment factor 1/0.84 = 1.19. (This will not be exactly the same as the correction factor calculated using orthogonal regression as used in this spreadsheet, but will be reasonably close).
For further details, including how to calculate bias, see the accompanying note

[5] Where an annual data set falls into two years it has been ascribed to the year in which most of the data fall.

To add data download a questionnaire or contact: BenMarner@aqconsultants.co.uk

At the time that this spreadsheet was published, completed data questionnaires were still being received. Questionnaires received too late to be included here will be included in the April 2005 update

collocation data

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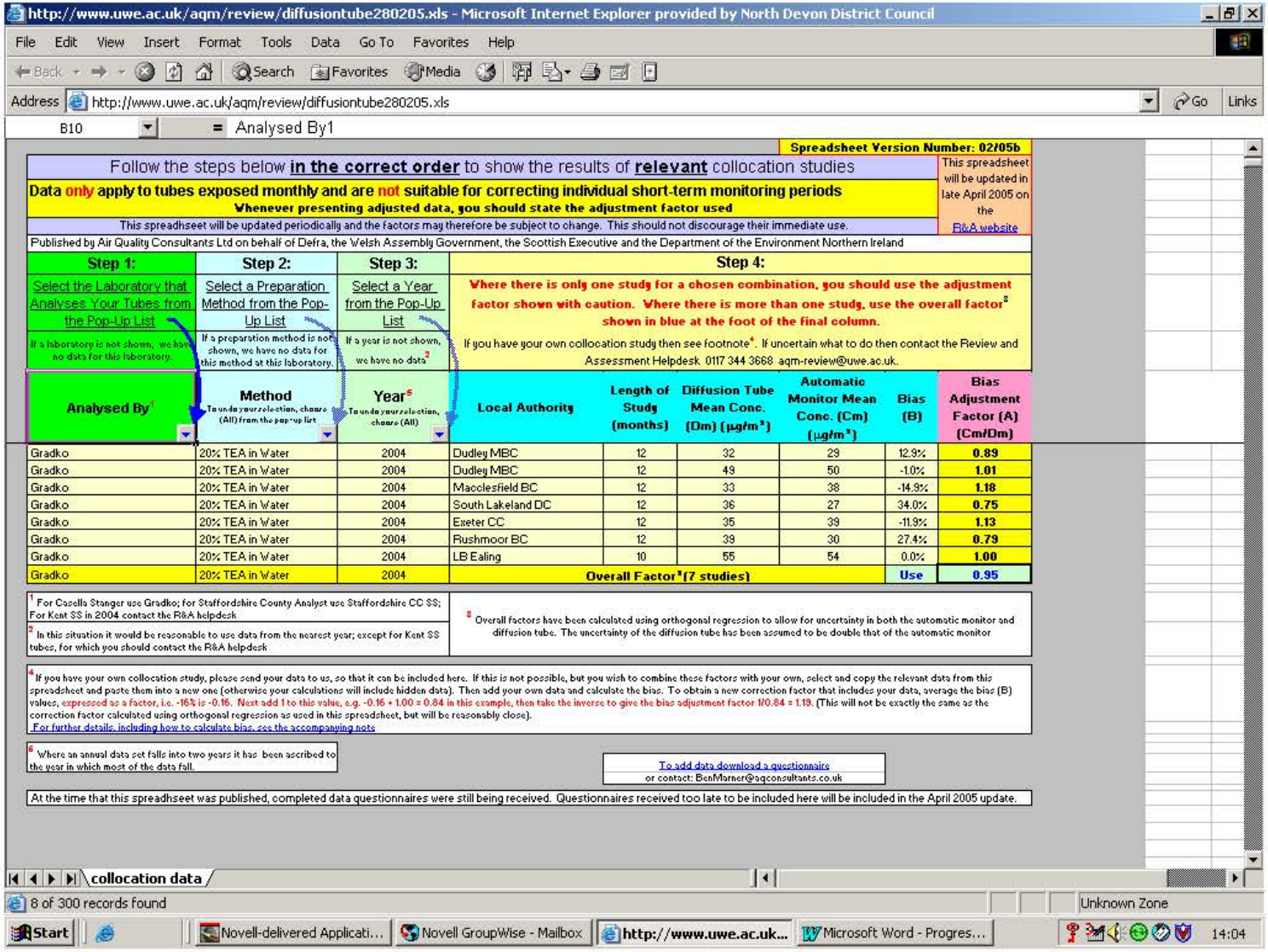

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Address http://www.uwe.ac.uk/aqm/review/diffusiontube280205.xls

B10 = Analysed By1

Spreadsheet Version Number: 02/05b

Follow the steps below **in the correct order** to show the results of **relevant** collocation studies

This spreadsheet will be updated in late April 2005 on the R&A website

Data only apply to tubes exposed monthly and are not suitable for correcting individual short-term monitoring periods

Whenever presenting adjusted data, you should state the adjustment factor used

This spreadsheet will be updated periodically and the factors may therefore be subject to change. This should not discourage their immediate use.

Published by Air Quality Consultants Ltd on behalf of Defra, the Welsh Assembly Government, the Scottish Executive and the Department of the Environment Northern Ireland

Step 1: Select the Laboratory that Analyses Your Tubes from the Pop-Up List. If a laboratory is not shown, we have no data for this laboratory.

Step 2: Select a Preparation Method from the Pop-Up List. If a preparation method is not shown, we have no data for this method at this laboratory.

Step 3: Select a Year from the Pop-Up List. If a year is not shown, we have no data[2]

Step 4: **Where there is only one study for a chosen combination, you should use the adjustment factor shown with caution. Where there is more than one study, use the overall factor[3] shown in blue at the foot of the final column.**

If you have your own collocation study then see footnote[4]. If uncertain what to do then contact the Review and Assessment Helpdesk 0117 344 3668 aqm-review@uwe.ac.uk.

Analysed By[1]	Method (To undo your selection, choose (All) from the pop-up list)	Year[5] (To undo your selection, choose (All))	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) (µg/m³)	Automatic Monitor Mean Conc. (Cm) (µg/m³)	Bias (B)	Bias Adjustment Factor (A) (Cm/Dm)
Gradko	20% TEA in Water	2004	Dudley MBC	12	32	29	12.9%	**0.89**
Gradko	20% TEA in Water	2004	Dudley MBC	12	49	50	-1.0%	**1.01**
Gradko	20% TEA in Water	2004	Macclesfield BC	12	33	38	-14.9%	**1.18**
Gradko	20% TEA in Water	2004	South Lakeland DC	12	36	27	34.0%	**0.75**
Gradko	20% TEA in Water	2004	Exeter CC	12	35	39	-11.9%	**1.13**
Gradko	20% TEA in Water	2004	Rushmoor BC	12	39	30	27.4%	**0.79**
Gradko	20% TEA in Water	2004	LB Ealing	10	55	54	0.0%	**1.00**
Gradko	20% TEA in Water	2004	**Overall Factor[3] (7 studies)**				**Use**	**0.95**

[1] For Casella Stanger use Gradko; for Staffordshire County Analyst use Staffordshire CC SS; For Kent SS in 2004 contact the R&A helpdesk

[2] In this situation it would be reasonable to use data from the nearest year; except for Kent SS tubes, for which you should contact the R&A helpdesk

[3] Overall factors have been calculated using orthogonal regression to allow for uncertainty in both the automatic monitor and diffusion tube. The uncertainty of the diffusion tube has been assumed to be double that of the automatic monitor

[4] If you have your own collocation study, please send your data to us, so that it can be included here. If this is not possible, but you wish to combine these factors with your own, select and copy the relevant data from this spreadsheet and paste them into a new one (otherwise your calculations will include hidden data). Then add your own data and calculate the bias. To obtain a new correction factor that includes your data, average the bias (B) values, expressed as a factor, i.e. -16% is -0.16. Next add 1 to this value, e.g. -0.16 + 1.00 = 0.84 in this example, then take the inverse to give the bias adjustment factor 1/0.84 = 1.19. (This will not be exactly the same as the correction factor calculated using orthogonal regression as used in this spreadsheet, but will be reasonably close).
For further details, including how to calculate bias, see the accompanying note

[5] Where an annual data set falls into two years it has been ascribed to the year in which most of the data fall.

To add data download a questionnaire or contact: BenMarner@aqconsultants.co.uk

At the time that this spreadsheet was published, completed data questionnaires were still being received. Questionnaires received too late to be included here will be included in the April 2005 update.

collocation data

8 of 300 records found

Unknown Zone

Start | Novell-delivered Applicati... | Novell GroupWise - Mailbox | http://www.uwe.ac.uk... | Microsoft Word - Progres... | 14:04

Appendix 4

Barnstaple Western Bypass and Downstream Bridge

Appendix 5

Tarka Line Timetable

Extracts from Wessex Trains booklet C Devon & Cornwall – Winter/Spring Train Times: - 12 December 2004 to 10 June (Weekdays), 22 May (Weekends) 2005

Table 2 — Exmouth to Exeter & Barnstaple — Monday to Friday

Train Operator		WE	WE	WE	WE	WE	WE	WE	WE	WE	WE	WE
					◊							
Exmouth	d	–	0601	0710	0755	0824	0854	0924	0954	1024	1054	1124
Lympstone Village	d	–	0605	0714	0759	0828	0858	0928	0958	1028	1058	1128
Lympstone Commando	d	–	06x07	07x16	08x01	–	09x00	–	10x00	–	11x00	–
Exton	d	–	06x09	07x18	08x03	–	09x02	–	10x02	–	11x02	–
Topsham	d	–	0613	0722	0807	0837	0906	0936	1006	1036	1106	1136
Digby & Sowton	d	–	0617	0726	0811	0841	0910	0940	1010	1040	1110	1140
Polsloe Bridge	d	–	0620	0729	0815	–	0914	–	1013	–	1113	–
St James' Park	d	–	0623	0731	0819	–	0916	–	1016	–	1116	–
Exeter Central	a	–	0625	0734	0822	0846	0919	0945	1018	1045	1118	1145
	d	–	0625	0734	0823	0847	0919	0946	1019	1046	1119	1146
Exeter St David's	a	–	0628	0737	0826	0850	0922	0949	1022	1049	1122	1149
Paignton	a	–	0744cn	0848	–	–	1014	–	1114	–	1219	1305
London Waterloo	a	–	1019c	–	1149c	–	1349c	–	–	–	–	1549c
London Paddington	a	–	0900	1000	1120	–	1223v	1223	1340v	1340	1420v	1420
Bristol Temple Meads	a	–	–	0923	1025	1025	1055v	–	1158v	1158	1321v	1321
Bristol Temple Meads	d	–	–	0546	–	0700	–	–	–	0944	–	–
London Paddington	d	–	–	–	–	–	–	–	–	0730	–	–
London Waterloo	d	–	–	–	–	–	–	–	–	0710	–	–
Paignton	d	–	–	0625	–	0749	–	–	–	0918	–	–
Exeter St David's	d	0543	0638	0742	–	0851	–	–	–	1050	–	–
Newton St Cyres	d	–	–	–	–	–	–	–	–	–	–	–
Crediton	d	0553	0648	0753	–	0902	–	–	–	1101	–	–
Yeoford	d	–	–	–	–	–	–	–	–	–	–	–
Copplestone	d	–	–	–	–	–	–	–	–	–	–	–
Morchard Road	d	–	–	–	–	–	–	–	–	–	–	–
Lapford	d	–	07x02	–	–	–	–	–	–	–	–	–
Eggesford	d	0614	0710	0815	–	0922	–	–	–	1122	–	–
King's Nympton	d	–	07x16	08x21	–	–	–	–	–	–	–	–
Portsmouth Arms	d	–	–	08x25	–	–	–	–	–	–	–	–
Umberleigh	d	–	07x26	08x31	–	–	–	–	–	–	–	–
Chapelton	d	–	–	08x35	–	–	–	–	–	–	–	–
Barnstaple	a	0639	0739	0844	–	0948	–	–	–	1148	–	–
Destination					Cardiff							

Table 2 — Exmouth to Exeter & Barnstaple — Monday to Friday

Train Operator		WE	WE	WE	WE	WE	WE	WE	WE	WE	WE	WE
Exmouth	d	1154	1224	1254	1324	1354	1424	1454	1524	1554	–	1624
Lympstone Village	d	1158	1228	1258	1328	1358	1428	1458	1528	1558	–	1628
Lympstone Commando	d	12x00	–	13x00	–	14x00	–	15x00	–	16x00	–	–
Exton	d	12x02	–	13x02	–	14x02	–	15x02	–	16x02	–	–
Topsham	d	1206	1236	1306	1336	1406	1436	1506	1535	1606	–	1636
Digby & Sowton	d	1210	1240	1310	1340	1410	1440	1510	1539	1610	–	1640
Polsloe Bridge	d	1213	–	1313	–	1413	–	1513	–	1613	–	–
St James' Park	d	1216	–	1316	–	1416	–	1516	–	1616	–	–
Exeter Central	a	1218	1245	1318	1345	1418	1445	1518	1545	1618	–	1645
	d	1218	1247	1318	1346	1418	1446	1519	1545	1619	1638	1646
Exeter St David's	a	1221	1250	1321	1349	1421	1449	1522	1549	1622	1641	1649
Paignton	a	1314	1404	1422	–	1515	–	1614	–	1714	–	1741
London Waterloo	a	–	–	1649c	1745c	–	–	–	–	1949c	–	–
London Paddington	a	1505v	1505	1635v	1635	1737v	1737	1825v	1825	1904v	1904	1904v
Bristol Temple Meads	a	1425v	1425	1516v	1523	1553v	1619	1625v	1725	1825v	1825	1825v
Bristol Temple Meads	d	–	1144	–	–	–	1344	–	1510	–	1544	–
London Paddington	d	–	1005	–	–	–	1205	–	1305	–	1405	–
London Waterloo	d	–	0920	–	–	–	1020	–	1220	–	–	–
Paignton	d	–	1119	–	–	–	1319	–	1441	–	1519	–
Exeter St David's	d	–	1251	–	–	–	1451	–	1551	–	1649	–
Newton St Cyres	d	–	–	–	–	–	–	–	–	–	–	–
Crediton	d	–	1302	–	–	–	1501	–	1601	–	1700	–
Yeoford	d	–	13x08	–	–	–	–	–	–	–	17x06	–
Copplestone	d	–	–	–	–	–	–	–	–	–	–	–
Morchard Road	d	–	–	–	–	–	–	–	–	–	17x13	–
Lapford	d	–	13x18	–	–	–	–	–	–	–	17x17	–
Eggesford	d	–	1325	–	–	–	1522	–	1622	–	1725	–
King's Nympton	d	–	–	–	–	–	15x28	–	–	–	17x31	–
Portsmouth Arms	d	–	–	–	–	–	–	–	–	–	–	–
Umberleigh	d	–	–	–	–	–	15x38	–	–	–	17x41	–
Chapelton	d	–	–	–	–	–	–	–	–	–	–	–
Barnstaple	a	–	1349	–	–	–	1550	–	1647	–	1753	–
Destination												

Table 2 — Exmouth to Exeter & Barnstaple — Monday to Friday

Train Operator		WE	WE	WE	WE	WE	WE	WE	WE	WE	WE	WE
Exmouth	d	1654	1724	1754	1824	–	1854	1924	1954	2124	2222	2317
Lympstone Village	d	1658	1728	1758	1828	–	1858	1928	1958	2128	2226	2321
Lympstone Commando	d	17x00	–	18x00	18x30	–	19x00	19x30	20x00	21x30	22x28	23x23
Exton	d	17x02	–	18x02	18x32	–	19x02	19x32	20x02	21x32	22x30	23x25
Topsham	d	1709	1736	1809	1837	–	1907	1938	2007	2136	2234	2329
Digby & Sowton	d	1713	1740	1813	1841	–	1911	1942	2011	2140	2238	2333
Polsloe Bridge	d	1716	–	1816	1844	–	1915	1946	2014	2143	2241	2336
St James' Park	d	1719	–	1819	1847	–	1917	1948	2017	2147	2244	2339
Exeter Central	a	1721	1745	1821	1849	–	1919	1950	2019	2151	2245	2341
	d	1722	1747	1822	1849	–	1920	1951	2019	2153	2246	2341
Exeter St David's	a	1725	1750	1825	1852	–	1923	1954	2022	2156	2249	2344
Paignton	a	1822	–	1924	–	–	2018	2110	2230	–	2351	–
London Waterloo	a	–	2204c	–	–	–	2257c	0025g	–	–	–	–
London Paddington	a	2036v	2036	2120v	2120	–	–	2330rr	2330rr	–	–	0511
Bristol Temple Meads	a	1925v	1925	2021v	2021	–	2137v	2137	2137	2359	–	–
Bristol Temple Meads	d	–	1644	–	–	1744	–	–	1849	–	–	–
London Paddington	d	–	1505	–	–	1605	–	–	1803	–	–	–
London Waterloo	d	–	1420	–	–	–	–	–	1620	–	–	–
Paignton	d	–	1654	–	–	1756	–	–	1935	–	–	–
Exeter St David's	d	–	1751	–	–	1919	–	–	2037	–	–	–
Newton St Cyres	d	–	17x59	–	–	19x26	–	–	20x44	–	–	–
Crediton	d	–	1805	–	–	1932	–	–	2051	–	–	–
Yeoford	d	–	18x12	–	–	19x38	–	–	20x57	–	–	–
Copplestone	d	–	18x17	–	–	–	–	–	21x02	–	–	–
Morchard Road	d	–	18x19	–	–	–	–	–	21x05	–	–	–
Lapford	d	–	18x23	–	–	19x48	–	–	21x08	–	–	–
Eggesford	d	–	1830	–	–	1956	–	–	2116	–	–	–
King's Nympton	d	–	18x36	–	–	20x02	–	–	–	–	–	–
Portsmouth Arms	d	–	18x40	–	–	20x06	–	–	–	–	–	–
Umberleigh	d	–	18x46	–	–	20x13	–	–	21x31	–	–	–
Chapelton	d	–	18x50	–	–	20x16	–	–	–	–	–	–
Barnstaple	a	–	1900	–	–	2026	–	–	2143	–	–	–
Destination												

Table 2 — Exmouth to Exeter & Barnstaple — Saturday

Train Operator		WE	WE	WE	WE	WE	WE	WE	WE	WE	WE	WE
Exmouth	d	–	0612	0707	0754	0824	0854	0924	0954	1024	1054	1124
Lympstone Village	d	–	0616	0711	0758	0828	0858	0928	0958	1028	1058	–
Lympstone Commando	d	–	–	–	08x00	–	09x00	09x30	10x00	–	11x00	–
Exton	d	–	–	–	08x02	–	09x02	09x32	10x02	–	11x02	–
Topsham	d	–	0622	0717	0806	0836	0906	0936	1006	1036	1106	1136
Digby & Sowton	d	–	0626	0721	0810	0840	0910	0940	1010	1040	1110	1140
Polsloe Bridge	d	–	–	–	0813	–	0913	0943	1013	–	1113	–
St James' Park	d	–	–	–	0816	–	0916	0946	1016	–	1116	–
Exeter Central	a	–	0631	0726	0818	0845	0918	0948	1018	1045	1118	1145
	d	–	0632	0728	0818	0846	0918	0948	1018	1046	1119	1146
Exeter St David's	a	–	0635	0731	0821	0849	0921	0951	1021	1049	1122	1149
Paignton	a	–	0744	–	0914	–	1014	1115	–	–	1219	1305
London Waterloo	a	–	1019c	–	1149c	–	–	–	–	1349c	–	1549c
London Paddington	a	–	0918	1005	1118v	1200	1200v	–	1320	1320	1420v	1420
Bristol Temple Meads	a	–	0836	0936	1023v	1048	1118v	1118	1218et	1218et	1318v	1318
Bristol Temple Meads	d	–	–	0546	–	0700	–	–	–	0944	–	–
London Paddington	d	–	–	–	–	–	–	–	–	0735	–	–
London Waterloo	d	–	–	–	–	–	–	–	–	0710	–	–
Paignton	d	–	–	0625	–	0749	–	–	–	0924	–	–
Exeter St David's	d	0544	0636	0743	–	0850	–	–	–	1051	–	–
Newton St Cyres	d	–	–	–	–	–	–	–	–	–	–	–
Crediton	d	0554	0647	0753	–	0901	–	–	–	1101	–	–
Yeoford	d	–	06x53	–	–	–	–	–	–	11x08	–	–
Copplestone	d	–	–	–	–	–	–	–	–	11x13	–	–
Morchard Road	d	–	–	–	–	–	–	–	–	11x15	–	–
Lapford	d	–	07x03	–	–	–	–	–	–	–	–	–
Eggesford	d	0617	0710	0815	–	0921	–	–	–	1126	–	–
King's Nympton	d	–	07x16	08x21	–	–	–	–	–	11x34	–	–
Portsmouth Arms	d	–	–	08x25	–	–	–	–	–	–	–	–
Umberleigh	d	–	0728	08x31	–	09x39	–	–	–	–	–	–
Chapelton	d	–	–	08x37	–	–	–	–	–	–	–	–
Barnstaple	a	0639	0738	0844	–	0948	–	–	–	1153	–	–
Destination									Cardiff			

Table 2 Exmouth to Exeter & Barnstaple — Saturday

Train Operator		WE	WE	WE	WE	WE	WE	WE	WE	WE	WE	WE
Exmouth	d	1154	1224	1254	1324	1354	1424	1454	1524	1554	–	1624
Lympstone Village	d	1158	1228	1258	–	1358	–	1458	1528	1558	–	1628
Lympstone Commando	d	12x00	–	13x00	–	14x00	–	15x00	–	16x00	–	16x30
Exton	d	12x02	–	13x02	–	14x02	–	15x02	–	16x02	–	16x32
Topsham	d	1206	1236	1306	1336	1406	1436	1506	1536	1606	–	1636
Digby & Sowton	d	1210	1240	1310	1340	1410	1440	1510	1540	1610	–	1640
Polsloe Bridge	d	1213	–	1313	–	1413	–	1513	–	1613	–	1643
St James' Park	d	1216	–	1316	–	1416	–	1516	–	1616	–	1646
Exeter Central	a	1218	1245	1318	1345	1418	1445	1518	1545	1618	–	1648
	d	1218	1247	1320	1346	1418	1446	1518	1547	1618	1642	1648
Exeter St David's	a	1221	1250	1323	1349	1421	1449	1521	1550	1621	1645	1651
Paignton	a	1314	1405	1422	–	1514	1530	1614	–	1714	–	–
London Waterloo	a	–	–	–	1649c	–	–	–	1949c	–	–	–
London Paddington	a	1505v	1505	1720v	1720	1720v	1720	1820	1820	1908v	–	1908
Bristol Temple Meads	a	1616v	1425	1516v	1523	1553v	1616	1625	1721	1811v	1825	1825
Bristol Temple Meads	d	–	1144	–	–	–	1244	–	1344	–	1525	–
London Paddington	d	–	1005	–	–	–	1205	–	1305	–	1405	–
London Waterloo	d	–	0920	–	–	–	1020	–	1220	–	–	–
Paignton	d	–	1119	–	–	–	1319	–	1437	–	1550	–
Exeter St David's	d	–	1251	–	–	–	1451	–	1551	–	1649	–
Newton St Cyres	d	–	–	–	–	–	–	–	–	–	–	–
Crediton	d	–	1301	–	–	–	1501	–	1601	–	1700	–
Yeoford	d	–	13x08	–	–	–	–	–	–	–	17x06	–
Copplestone	d	–	–	–	–	–	–	–	–	–	–	–
Morchard Road	d	–	–	–	–	–	–	–	–	–	17x13	–
Lapford	d	–	13x18	–	–	–	–	–	–	–	17x17	–
Eggesford	d	–	1325	–	–	–	1522	–	1622	–	1725	–
King's Nympton	d	–	–	–	–	–	15x28	–	–	–	17x31	–
Portsmouth Arms	d	–	–	–	–	–	–	–	–	–	–	–
Umberleigh	d	–	–	–	–	–	15x40	–	16x39	–	17x43	–
Chapelton	d	–	–	–	–	–	–	–	–	–	–	–
Barnstaple	a	–	1349	–	–	–	1550	–	1649	–	1753	–
Destination												

Table 2 Exmouth to Exeter & Barnstaple — Saturday

Train Operator		WE	WE	WE	WE	WE	WE	WE	WE	WE
Exmouth	d	–	1654	1724	1754	1824	1854	1954	2116	2317
Lympstone Village	d	–	1658	1728	1758	1828	1858	1958	2120	2321
Lympstone Commando	d	–	17x00	–	18x00	18x30	19x00	20x00	21x22	23x23
Exton	d	–	17x02	–	18x02	18x32	19x02	20x02	21x24	23x25
Topsham	d	–	1709	1736	1809	1836	1906	2007	2128	2329
Digby & Sowton	d	–	1713	1740	1813	1840	1910	2011	2132	2333
Polsloe Bridge	d	–	1716	–	1817	1843	1913	2014	2135	2336
St James' Park	d	1703	1719	–	1819	1846	1916	2017	2138	2339
Exeter Central	a	1705	1721	1745	1821	1849	1918	2019	2140	2341
	d	1705	1721	1747	1822	1849	1918	2019	2140	2341
Exeter St David's	a	1708	1724	1750	1825	1852	1921	2022	2143	2344
Paignton	a	1800	1822	1854	1924	–	2014	2144	–	–
London Waterloo	a	–	–	–	2204c	2257c	0005g	–	–	–
London Paddington	a	–	2038v	2038	2118v	2118	2230v	2257	–	–
Bristol Temple Meads	a	1825v	1918v	1925	2025v	2025	2240v	2240	–	–
Bristol Temple Meads	d	–	–	1644	–	1744	–	1849	–	–
London Paddington	d	–	–	1505	–	1605	–	1805	–	–
London Waterloo	d	–	–	1420	–	–	–	1620	–	–
Paignton	d	–	–	1645	–	1719	–	1935	–	–
Exeter St David's	d	–	–	1751	–	1919	–	2037	–	–
Newton St Cyres	d	–	–	17x59	–	19x26	–	20x44	–	–
Crediton	d	–	–	1805	–	1932	–	2051	–	–
Yeoford	d	–	–	18x12	–	19x38	–	20x57	–	–
Copplestone	d	–	–	18x17	–	–	–	21x02	–	–
Morchard Road	d	–	–	18x19	–	–	–	21x05	–	–
Lapford	d	–	–	18x23	–	19x48	–	21x08	–	–
Eggesford	d	–	–	1830	–	1956	–	2116	–	–
King's Nympton	d	–	–	18x36	–	20x02	–	–	–	–
Portsmouth Arms	d	–	–	18x40	–	20x06	–	–	–	–
Umberleigh	d	–	–	18x46	–	20x13	–	21x31	–	–
Chapelton	d	–	–	18x50	–	20x18	–	–	–	–
Barnstaple	a	–	–	1901	–	2026	–	2143	–	–
Destination										

Table 2 Exmouth to Exeter & Barnstaple — Sunday

Train Operator		WE	WE	WE	WE	WE	WE	WE	WE	WE	WE	WE
Exmouth	d	–	1105	1205	1305	1405	1505	1605	1705	1805	1905	2005
Lympstone Village	d	–	1109	1209	1309	1409	1509	1609	1709	1809	1909	2009
Lympstone Commando	d	–	11x11	12x11	13x11	14x11	15x11	16x11	17x11	18x11	19x11	20x11
Exton	d	–	11x13	12x13	13x13	14x13	15x13	16x13	17x13	18x13	19x13	20x13
Topsham	d	–	1117	1217	1317	1417	1517	1617	1717	1817	1917	2017
Digby & Sowton	d	–	1121	1221	1321	1421	1521	1621	1721	1821	1921	2021
Polsloe Bridge	d	–	1124	1224	1324	1424	1524	1624	1724	1824	1924	2024
St James' Park	d	–	1134	1227	1327	1427	1527	1627	1727	1827	1927	2029
Exeter Central	a	–	1136	1229	1329	1429	1529	1629	1729	1829	1929	2036
	d	–	1137	1231	1336	1431	1531	1631	1731	1830	1931	2037
Exeter St David's	a	–	1140	1234	1339	1434	1534	1634	1734	1833	1934	2040
Paignton	a	–	–	1334	1448	1533	–	1735	–	1938	–	2135
London Waterloo	a	–	–	1658c	–	1858c	–	2004c	–	2258c	–	–
London Paddington	a	–	–	1518v	1618	1716v	1806	1916v	2012	2106v	2223	–
Bristol Temple Meads	a	–	1318	–	1515	1553v	1717	1806v	1922	2013v	2145	2223v
Bristol Temple Meads	d	–	1025	–	1244	–	1400	–	1544	–	1744	–
London Paddington	d	–	0830	–	1105	–	1305	–	1505	–	1705	–
London Waterloo	d	–	–	–	–	–	1220	–	1420	–	–	–
Paignton	d	–	–	–	1214	–	1430	–	1643	–	1829	–
Exeter St David's	d	0950	1150	–	1350	–	1550	–	1745	–	1947	–
Newton St Cyres	d	09x57	–	–	1357	–	15x57	–	–	–	19x54	–
Crediton	d	1004	1200	–	1404	–	1604	–	1801	–	2001	–
Yeoford	d	10x10	12x07	–	14x10	–	16x10	–	18x08	–	20x07	–
Copplestone	d	10x15	–	–	1415	–	16x15	–	–	–	20x12	–
Morchard Road	d	10x18	12x14	–	14x18	–	16x18	–	18x15	–	20x15	–
Lapford	d	10x22	12x18	–	14x22	–	16x22	–	18x19	–	20x19	–
Eggesford	d	1030	1225	–	1430	–	1630	–	1831	–	2027	–
King's Nympton	d	10x36	12x31	–	14x36	–	16x36	–	18x37	–	20x33	–
Portsmouth Arms	d	10x40	–	–	14x40	–	16x40	–	–	–	20x37	–
Umberleigh	d	1046	12x43	–	1446	–	1646	–	1849	–	20x43	–
Chapelton	d	10x52	–	–	14x52	–	16x52	–	–	–	20x49	–
Barnstaple	a	1059	1253	–	1459	–	1659	–	1859	–	2056	–

Table 2 Exmouth to Exeter & Barnstaple — Sunday

Train Operator		WE	WE	WE
Exmouth	d	2105	2205	2335
Lympstone Village	d	2109	2209	2339
Lympstone Commando	d	21x11	22x11	23x41
Exton	d	21x13	22x13	23x43
Topsham	d	2117	2217	2347
Digby & Sowton	d	2121	2221	2351
Polsloe Bridge	d	2124	2224	2354
St James' Park	d	2127	2235	2357
Exeter Central	a	2129	2237	2359
	d	2131	2237	2359
Exeter St David's	a	2134	2240	0002
Paignton	a	2251	–	–
London Waterloo	a	–	–	–
London Paddington	a	–	–	0511
Bristol Temple Meads	a	–	–	–
Bristol Temple Meads	d	–	–	–
London Paddington	d	–	–	–
London Waterloo	d	–	–	–
Paignton	d	–	–	–
Exeter St David's	d	–	–	–
Newton St Cyres	d	–	–	–
Crediton	d	–	–	–
Yeoford	d	–	–	–
Copplestone	d	–	–	–
Morchard Road	d	–	–	–
Lapford	d	–	–	–
Eggesford	d	–	–	–
King's Nympton	d	–	–	–
Portsmouth Arms	d	–	–	–
Umberleigh	d	–	–	–
Chapelton	d	–	–	–
Barnstaple	a	–	–	–

Table 2 — Barnstaple to Exeter & Exmouth — Monday to Friday

Train Operator		WE	WE	WE	WE	WE	WE	WE	WE	WE	WE	WE
Origin			Nbn Abt									
Barnstaple	d	–	–	–	0642	–	0747	–	–	0855	–	0951
Chapelton	d	–	–	–	06x48	–	–	–	–	–	–	09x57
Umberleigh	d	–	–	–	06x51	–	07x55	–	–	09x03	–	–
Portsmouth Arms	d	–	–	–	06x58	–	–	–	–	–	–	–
King's Nympton	d	–	–	–	07x02	–	08x05	–	–	–	–	–
Eggesford	d	–	–	–	0710	–	0815	–	–	0924	–	1016
Lapford	d	–	–	–	07x15	–	08x20	–	–	–	–	–
Morchard Road	d	–	–	–	07x19	–	08x24	–	–	09x32	–	–
Copplestone	d	–	–	–	07x22	–	–	–	–	–	–	–
Yeoford	d	–	–	–	07x26	–	08x31	–	–	09x39	–	10x29
Crediton	d	–	–	–	0733	–	0837	–	–	0945	–	1036
Newton St Cyres	d	–	–	–	–	–	–	–	–	09x49	–	–
Exeter St David's	a	–	–	–	0746	–	0851	–	–	0957	–	1047
Paignton	a	–	–	–	0848	–	1014	–	–	1114	–	1219
London Waterloo	a	–	–	–	1149	–	–	–	–	1349	–	1549
London Paddington	a	–	–	–	1000	–	1223	–	–	1340	–	1420
Bristol Temple Meads	a	–	–	–	0923	–	1025	–	–	1120	–	1158
Bristol Temple Meads	d	–	–	–	–	–	0700	0729v	0844	–	0844v	0944
London Paddington	d	–	–	–	–	–	–	–	–	–	–	–
London Waterloo	d	–	–	–	–	–	–	–	–	–	–	0710c
Paignton	d	–	–	0625	–	0724	–	0824	–	–	0918	–
Exeter St David's	d	0536	0628	0727	0749	0821	0851	0918	0953	1000	1020	1050
Exeter Central	a	0539	0631	0730	0753	0824	0854	0921	0956	1003	1023	1053
	d	0539	0639	0730	0754	0825	0856	0922	0957	–	1024	1054
St. James' Park	d	–	0641	0732	0756	0827	–	0924	–	–	1026	–
Polsloe Bridge	d	–	0644	–	0759	0830	0900	0927	–	–	1029	–
Digby & Sowton	d	0545	0647	0737	0802	0833	0903	0930	1002	–	1032	1100
Topsham	d	0549	0651	0741	0807	0837	0907	0935	1007	–	1037	1107
Exton	d	–	–	07x44	08x10	08x40	09x10	09x38	–	–	10x40	–
Lympstone Commando	d	0552	–	07x46	08x12	08x42	09x12	09x40	–	–	10x42	–
Lympstone Village	d	–	0656	0747	0814	0843	0914	0941	1012	–	1043	1112
Exmouth	a	0558	0700	0752	0819	0849	0919	0946	1016	–	1048	1116

Table 2 — Barnstaple to Exeter & Exmouth — Monday to Friday

Train Operator		WE	WE	WE	WE	WE	WE	WE	WE	WE	WE	WE
Origin												
Barnstaple	d	–	–	–	1154	–	–	–	1352	–	–	–
Chapelton	d	–	–	–	–	–	–	–	–	–	–	–
Umberleigh	d	–	–	–	12x02	–	–	–	–	–	–	–
Portsmouth Arms	d	–	–	–	–	–	–	–	–	–	–	–
King's Nympton	d	–	–	–	–	–	–	–	14x09	–	–	–
Eggesford	d	–	–	–	1219	–	–	–	1416	–	–	–
Lapford	d	–	–	–	–	–	–	–	14x21	–	–	–
Morchard Road	d	–	–	–	12x27	–	–	–	–	–	–	–
Copplestone	d	–	–	–	–	–	–	–	–	–	–	–
Yeoford	d	–	–	–	–	–	–	–	14x30	–	–	–
Crediton	d	–	–	–	1239	–	–	–	1437	–	–	–
Newton St Cyres	d	–	–	–	–	–	–	–	–	–	–	–
Exeter St David's	a	–	–	–	1250	–	–	–	1449	–	–	–
Paignton	a	–	–	–	1404	–	–	–	1614	–	–	–
London Waterloo	a	–	–	–	1649	–	–	–	1949	–	–	–
London Paddington	a	–	–	–	1505	–	–	–	1737	–	–	–
Bristol Temple Meads	a	–	–	–	1425	–	–	–	1619	–	–	–
Bristol Temple Meads	d	0944v	1044	1044v	1110	1144v	1244	1244v	1244	1244v	1244	1510v
London Paddington	d	–	0905	1005v	–	–	1030	1105v	1205	120v5	1305	1305v
London Waterloo	d	–	0820c	–	0920c	–	1020c	–	–	–	1220c	–
Paignton	d	1018	–	1119	–	1224	–	1319	–	1426	–	1519
Exeter St David's	d	1120	1150	1220	1252	1320	1350	1420	1451	1520	1543	1620
Exeter Central	a	1123	1154	1223	1254	1323	1354	1423	1454	1523	1546	1623
	d	1124	1154	1224	1254	1324	1354	1424	1454	1523	1554	1624
St. James' Park	d	1126	–	1226	–	1326	–	1426	–	1525	–	1626
Polsloe Bridge	d	1129	–	1229	–	1329	–	1429	–	1528	–	1629
Digby & Sowton	d	1132	1202	1232	1302	1332	1402	1432	1500	1531	1559	1632
Topsham	d	1137	1207	1237	1307	1337	1407	1437	1507	1536	1607	1637
Exton	d	11x40	–	12x40	–	13x40	–	14x40	–	15x39	–	16x40
Lympstone Commando	d	11x42	–	12x42	–	13x42	–	14x42	–	15x41	–	16x42
Lympstone Village	d	1143	1212	1243	1312	1343	1412	1443	1512	1543	1612	1643
Exmouth	a	1148	1216	1248	1316	1348	1416	1448	1516	1548	1616	1648

Table 2 — Barnstaple to Exeter & Exmouth — Monday to Friday

Train Operator		WE	WE	WE	WE	WE	WE	WE	WE	WE	WE
Origin											
Barnstaple	d	1555	–	1657	–	–	1800	–	1929	2048	2146
Chapelton	d	–	–	–	–	–	18x06	–	–	–	–
Umberleigh	d	16x03	–	17x05	–	–	18x10	–	19x37	20x56	21x54
Portsmouth Arms	d	–	–	–	–	–	18x16	–	–	–	–
King's Nympton	d	16x13	–	–	–	–	18x21	–	19x47	21x07	22x05
Eggesford	d	1622	–	1724	–	–	1832	–	1956	2115	2212
Lapford	d	–	–	–	–	–	18x37	–	20x01	21x21	22x17
Morchard Road	d	–	–	–	–	–	18x41	–	–	–	–
Copplestone	d	–	–	–	–	–	18x44	–	–	–	–
Yeoford	d	–	–	–	–	–	18x48	–	–	21x30	–
Crediton	d	1640	–	1742	–	–	1856	–	2015	2137	2231
Newton St Cyres	d	–	–	–	–	–	18x59	–	–	21x41	22x35
Exeter St David's	a	1654	–	1755	–	–	1909	–	2025	2150	2245
Paignton	a	1822	–	1924	–	–	2018	–	2230	–	2351
London Waterloo	a	2204	–	2257	–	–	–	–	–	–	–
London Paddington	a	1904	–	2036	–	–	2330rr	–	2330rr	–	0511
Bristol Temple Meads	a	1825	–	1925	–	–	2021	–	2137	2359	–
Bristol Temple Meads	d	1544	1544v	1644	1644v	1744v	–	1849v	–	–	2111
London Paddington	d	1405	1405v	1505	1505v	1605v	–	1605v	1803	1903	1935
London Waterloo	d	–	–	1420c	–	–	–	–	1620c	–	–
Paignton	d	–	1624	–	1719	1756	–	1826	–	–	–
Exeter St David's	d	1656	1720	1756	1818	1850	–	1923	2053	2151	2246
Exeter Central	a	1659	1723	1759	1821	1853	–	1926	2056	2154	2249
	d	1659	1724	1800	1824	1854	–	1926	2056	2155	2250
St. James' Park	d	–	1726	–	1826	–	–	1928	2058	2157	2252
Polsloe Bridge	d	–	1729	–	1829	–	–	1931	2101	2200	2255
Digby & Sowton	d	1705	1732	1805	1832	1859	–	1935	2105	2203	2258
Topsham	d	1709	1737	1809	1837	1907	–	1939	2109	2207	2302
Exton	d	17x12	17x40	18x12	18x40	19x10	–	19x42	21x12	22x10	23x05
Lympstone Commando	d	17x14	17x42	18x14	18x42	19x12	–	19x44	21x14	22x12	23x07
Lympstone Village	d	1715	1743	1816	1843	1913	–	1946	2115	2214	2309
Exmouth	a	1720	1748	1821	1848	1918	–	1951	2120	2219	2314

Table 2 — Barnstaple to Exeter & Exmouth — Saturday

Train Operator		WE	WE	WE	WE	WE	WE	WE	WE	WE	WE	WE
Origin												
Barnstaple	d	–	–	–	0642	–	–	0747	–	–	0853	–
Chapelton	d	–	–	–	06x48	–	–	–	–	–	08x59	–
Umberleigh	d	–	–	–	06x52	–	–	07x55	–	–	09x03	–
Portsmouth Arms	d	–	–	–	06x58	–	–	–	–	–	09x09	–
King's Nympton	d	–	–	–	07x03	–	–	08x06	–	–	09x14	–
Eggesford	d	–	–	–	0711	–	–	0815	–	–	0924	–
Lapford	d	–	–	–	07x16	–	–	08x20	–	–	09x29	–
Morchard Road	d	–	–	–	07x20	–	–	08x24	–	–	09x33	–
Copplestone	d	–	–	–	07x23	–	–	–	–	–	09x36	–
Yeoford	d	–	–	–	07x28	–	–	08x31	–	–	09x41	–
Crediton	d	–	–	–	0735	–	–	0839	–	–	0947	–
Newton St Cyres	d	–	–	–	–	–	–	–	–	–	09x51	–
Exeter St David's	a	–	–	–	0747	–	–	0850	–	–	1000	–
Paignton	a	–	–	–	0914	–	–	1014	–	–	1128	–
London Waterloo	a	–	–	–	1149	–	–	–	–	–	1349	–
London Paddington	a	–	–	–	1005	–	–	1200	–	–	1320	–
Bristol Temple Meads	a	–	–	–	0918	–	–	1023	–	–	1118	–
Bristol Temple Meads	d	–	–	–	0546	–	0700v	0700	–	0725v	–	–
London Paddington	d	–	–	–	–	–	–	–	–	–	–	–
London Waterloo	d	–	–	–	–	–	–	–	–	–	–	–
Paignton	d	–	–	0625	–	0715	0749	–	–	0849	–	0924
Exeter St David's	d	0547	0635	0720	0750	0820	0842	0852	–	0950	1001	1020
Exeter Central	a	0550	0638	0723	0753	0823	0845	0855	–	0953	1004	1023
	d	0551	0640	0724	0754	0824	0854	–	0924	0954	–	1024
St. James' Park	d	–	0642	0726	0756	0826	0856	–	0926	0956	–	1026
Polsloe Bridge	d	–	0645	0729	0759	0829	0859	–	0929	0959	–	1029
Digby & Sowton	d	0556	0648	0732	0802	0832	0902	–	0932	1002	–	1032
Topsham	d	0600	0652	0736	0806	0836	0906	–	0936	1006	–	1036
Exton	d	–	–	07x39	08x09	08x39	09x09	–	09x39	10x09	–	10x39
Lympstone Commando	d	–	06x56	07x41	08x11	08x41	09x11	–	09x41	10x11	–	10x41
Lympstone Village	d	0605	0657	0743	0813	0843	0913	–	0943	1013	–	1043
Exmouth	a	0609	0702	0748	0818	0848	0918	–	0948	1018	–	1048

Table 2 Barnstaple to Exeter & Exmouth — Saturday

Train Operator		WE	WE	WE	WE	WE	WE	WE	WE	WE	WE	WE
Origin												
Barnstaple	d	0951	—	—	—	1155	—	—	—	1352	—	—
Chapelton	d	—	—	—	—	—	—	—	—	—	—	—
Umberleigh	d	09x59	—	—	—	12x03	—	—	—	—	—	—
Portsmouth Arms	d	—	—	—	—	—	—	—	—	—	—	—
King's Nympton	d	10x10	—	—	—	12x14	—	—	—	14x09	—	—
Eggesford	d	1017	—	—	—	1221	—	—	—	1416	—	—
Lapford	d	10x22	—	—	—	—	—	—	—	14x21	—	—
Morchard Road	d	—	—	—	—	—	—	—	—	—	—	—
Copplestone	d	—	—	—	—	—	—	—	—	—	—	—
Yeoford	d	10x32	—	—	—	—	—	—	—	14x30	—	—
Crediton	d	1038	—	—	—	1239	—	—	—	1437	—	—
Newton St Cyres	d	—	—	—	—	—	—	—	—	—	—	—
Exeter St David's	a	1050	—	—	—	1251	—	—	—	1449	—	—
Paignton	a	1305	—	—	—	1405	—	—	—	1614	—	—
London Waterloo	a	1549	—	—	—	1649	—	—	—	1949	—	—
London Paddington	a	1320	—	—	—	1505	—	—	—	1720	—	—
Bristol Temple Meads	a	1218et	—	—	—	1425	—	—	—	1616	—	—
Bristol Temple Meads	d	0944	—	0955	1044v	1110	1125v	1244	1344v	1344	1355v	—
London Paddington	d	0735	0735v	0905	1005v	1005	—	1030	1205v	—	—	1305
London Waterloo	d	0710c	—	—	0820c	0920c	—	1020c	—	—	—	1220c
Paignton	d	—	1018	—	1119	—	1224	—	1319	—	1405	—
Exeter St David's	d	1050	1120	1150	1220	1252	1320	1350	1420	1450	1520	1544
Exeter Central	a	1054	1123	1154	1223	1254	1323	1354	1423	1454	1523	1547
	d	1054	1124	1154	1224	1254	1324	1354	1424	1455	1524	1554
St. James' Park	a	—	1126	—	1226	—	1326	—	1426	—	1526	—
Polsloe Bridge	a	—	1129	—	1229	—	1329	—	1429	—	1529	—
Digby & Sowton	a	1059	1132	1159	1232	1259	1332	1359	1432	1500	1532	1559
Topsham	a	1105	1136	1205	1236	1305	1336	1405	1437	1507	1536	1607
Exton	a	—	11x39	—	12x39	—	13x39	—	14x40	—	15x39	—
Lympstone Commando	a	—	11x41	—	12x41	—	13x41	—	14x42	—	15x41	—
Lympstone Village	a	1110	1143	1210	1243	1310	1343	1410	1443	1512	1543	1612
Exmouth	a	1114	1148	1214	1248	1314	1348	1414	1448	1516	1548	1616

Table 2 Barnstaple to Exeter & Exmouth — Saturday

Train Operator		WE	WE	WE	WE	WE	WE	WE	WE	WE	WE
Origin											
Barnstaple	d	—	1555	—	1657	—	1800	—	1929	2048	2146
Chapelton	d	—	—	—	—	—	18x06	—	—	—	—
Umberleigh	d	—	16x03	—	17x05	—	18x10	—	19x37	20x56	21x54
Portsmouth Arms	d	—	—	—	—	—	18x16	—	—	—	—
King's Nympton	d	—	16x13	—	17x16	—	18x21	—	19x48	21x07	22x05
Eggesford	d	—	1622	—	1724	—	1832	—	1958	2115	2212
Lapford	d	—	—	—	—	—	18x37	—	20x01	21x21	22x17
Morchard Road	d	—	—	—	—	—	18x41	—	—	—	—
Copplestone	d	—	—	—	—	—	18x44	—	—	—	—
Yeoford	d	—	—	—	—	—	18x48	—	—	21x30	—
Crediton	d	—	1640	—	1742	—	1856	—	2015	2137	2231
Newton St Cyres	d	—	—	—	—	—	18x59	—	—	21x41	22x35
Exeter St David's	a	—	1653	—	1755	—	1909	—	2028	2151	2245
Paignton	a	—	1800	—	1854	—	2014	—	2144	—	—
London Waterloo	a	—	—	—	2204	—	—	—	—	—	—
London Paddington	a	—	1908	—	2118	—	2230	—	2257	—	—
Bristol Temple Meads	a	—	1825	—	1925	—	2025	—	2240	—	—
Bristol Temple Meads	d	1510v	1544	1544v	1644	1644v	—	1744v	1849	1944	2025
London Paddington	d	1305v	1405	1405v	1505	1505v	—	1605v	1805	1905	2005
London Waterloo	d	—	—	—	1420c	—	—	—	1620c	—	1820c
Paignton	d	1519	—	1624	—	1719	—	1824	—	—	—
Exeter St David's	d	1620	1654	1720	1756	1820	—	1920	2044	2151	2246
Exeter Central	a	1623	1657	1723	1759	1823	—	1923	2047	2154	2249
	d	1624	1658	1724	1800	1824	—	1924	2049	—	2250
St. James' Park	d	1626	—	1726	—	1826	—	1926	2051	—	2252
Polsloe Bridge	d	1629	—	1729	—	1829	—	1929	2054	—	2255
Digby & Sowton	d	1632	1704	1732	1806	1832	—	1932	2058	—	2258
Topsham	d	1636	1708	1736	1810	1836	—	1936	2102	—	2302
Exton	d	16x39	17x11	17x39	18x13	18x39	—	19x39	21x05	—	23x05
Lympstone Commando	d	16x41	17x13	17x41	18x15	18x41	—	19x41	21x07	—	23x07
Lympstone Village	d	1643	1714	1743	1816	1843	—	1943	2108	—	2309
Exmouth	a	1648	1719	1748	1821	1848	—	1948	2113	—	2314

Table 2 Barnstaple to Exeter & Exmouth — Sunday

Train Operator		WE	WE	WE	WE	WE	WE	WE	WE	WE	WE	WE
Origin												
Barnstaple	d	—	—	1106	—	1308	—	1508	—	1708	—	1908
Chapelton	d	—	—	11x12	—	1314	—	—	—	—	—	19x14
Umberleigh	d	—	—	11x16	—	13x18	—	15x16	—	17x16	—	19x18
Portsmouth Arms	d	—	—	11x22	—	13x24	—	—	—	—	—	19x24
King's Nympton	d	—	—	11x27	—	13x29	—	15x27	—	17x27	—	19x29
Eggesford	d	—	—	1134	—	1336	—	1534	—	1734	—	1936
Lapford	d	—	—	11x39	—	13x41	—	15x39	—	17x39	—	19x42
Morchard Road	d	—	—	11x43	—	13x45	—	15x43	—	17x43	—	19x46
Copplestone	d	—	—	11x46	—	13x48	—	—	—	—	—	19x49
Yeoford	d	—	—	11x51	—	1353	—	15x50	—	17x50	—	19x53
Crediton	d	—	—	1158	—	1402	—	1602	—	1759	—	2002
Newton St Cyres	d	—	—	1202	—	14x05	—	—	—	—	—	20x05
Exeter St David's	a	—	—	1211	—	1417	—	1618	—	1811	—	2014
Paignton	a	—	—	1334	—	1533	—	1735	—	1938	—	2135
London Waterloo	a	—	—	1658	—	1858	—	2004	—	2258	—	—
London Paddington	a	—	—	1518	—	1716	—	1952	—	2106	—	2308
Bristol Temple Meads	a	—	—	1318	—	1553	—	1742	—	1924	—	2145
Bristol Temple Meads	d	—	—	1025	1244v	—	1400v	1512	1644v	—	1744v	1848v
London Paddington	d	—	—	0830	1105v	—	1305v	—	1505v	1505	1605v	1705v
London Waterloo	d	—	—	—	—	—	—	1220c	—	1420c	—	1620c
Paignton	d	—	—	—	1214	—	1430	1536	1622	—	1816	1942
Exeter St David's	d	1014	1126	1214	1326	1414	1526	1619	1727	1813	1926	2016
Exeter Central	a	1017	1129	1217	1329	1419	1529	1623	1730	1817	1929	2019
	d	1021	1130	1221	1330	1421	1530	1624	1731	1821	1930	2021
St. James' Park	d	1023	1132	1223	1332	1423	1532	1626	1733	1823	1932	2023
Polsloe Bridge	d	1030	1135	1230	1335	1430	1535	1630	1736	1830	1935	2030
Digby & Sowton	d	1033	1139	1233	1339	1433	1539	1632	1740	1832	1939	2033
Topsham	d	1037	1143	1237	1343	1437	1543	1637	1744	1837	1943	2037
Exton	d	10x40	11x46	12x40	13x46	14x40	15x46	16x40	17x47	18x40	19x46	20x40
Lympstone Commando	d	10x42	11x48	12x42	13x48	14x42	15x48	16x42	17x49	18x42	19x48	20x42
Lympstone Village	d	1044	1149	1244	1349	1445	1549	1644	1751	1844	1949	2044
Exmouth	a	1049	1154	1249	1354	1449	1554	1649	1756	1849	1954	2049

Table 2 Barnstaple to Exeter & Exmouth — Sunday

Train Operator		WE	WE
Origin			
Barnstaple	d	—	2133
Chapelton	d	—	21x39
Umberleigh	d	—	21x43
Portsmouth Arms	d	—	21x49
King's Nympton	d	—	21x54
Eggesford	d	—	2201
Lapford	d	—	22x06
Morchard Road	d	—	22x10
Copplestone	d	—	22x13
Yeoford	d	—	22x18
Crediton	d	—	2224
Newton St Cyres	d	—	22x28
Exeter St David's	a	—	2237
Paignton	a	—	—
London Waterloo	a	—	—
London Paddington	a	—	0511
Bristol Temple Meads	a	—	—
Bristol Temple Meads	d	1939v	2120v
London Paddington	d	1833v	—
London Waterloo	d	—	1820c
Paignton	d	2023	2210
Exeter St David's	d	2126	2305
Exeter Central	a	2129	2308
	d	2130	2308
St. James' Park	d	2132	2310
Polsloe Bridge	d	2135	2313
Digby & Sowton	d	2139	2317
Topsham	d	2143	2321
Exton	d	21x46	23x24
Lympstone Commando	d	21x48	23x26
Lympstone Village	d	2149	2327
Exmouth	a	2154	2332