



L <sub>A90</sub>	The noise level exceeded for 90% of the measurement period. It is generally used to quantify the background noise level, the underlying level of noise which is present even during the quieter parts of the measurement period.
L <sub>Amax</sub>	Maximum value that the A-weighted sound pressure level reaches during a measurement period. L <sub>Amax F</sub> , or Fast, is averaged over 0.125 of a second and L <sub>Amax S</sub> , or Slow, is averaged over 1 second. Maximum noise levels were all monitored using the Fast response.
L <sub>10,1-hour</sub>	The L <sub>10</sub> level measured over a 1 hour period.
L <sub>10,18-hour</sub>	The arithmetic average of the L <sub>10,1-hour</sub> levels for the 18 hour period between 06:00 hours and 24:00 hours on a normal working day. It is a common traffic noise descriptor.
Ambient noise	The totally encompassing sound in a given situation.
Free Field	Free field noise levels are measured or predicted such that there is no contribution made up of reflections from nearby building façades.
Façade Noise Level	A noise level measured or predicted at the façade of a building, typically at a distance of 1m, containing a contribution made up of reflections from the façade itself (+3dB).
Sound Reduction Index (R)	The sound reduction index is a single-number rating of the sound reduction through a wall or other building element. Since the sound reduction may be different at different frequencies, test measurements are subjected to a standard procedure which yields a single number that is about equal to the average sound reduction in the middle of the human hearing range.
Weighted Sound Reduction Index (R <sub>w</sub> )	The R <sub>w</sub> incorporates a correction for the ears' response. It is derived from comparing the window sound insulation to frequency curve with a family of reference curves.
R <sub>TRA</sub>	Traffic noise reduction – by adopting an idealised but typical spectrum of road traffic noise dominated by low frequencies, an index R <sub>TRA</sub> (reduction of road traffic noise) is derived. By comparing this with the sound reduction of the window in dB(A) it represents the likely in service performance for road traffic noise attenuation.

## Noise Monitoring Data (2014)

### Baseline Noise Surveys

Additional noise surveys were conducted in September and November 2014 by Waterman to supplement the s.73 ES baseline data. The additional locations and baseline strategy was agreed in advance with Environmental Health of LBB.

Additional noise surveys were conducted at the following locations to further inform the Phase 1(A) North RMA:

- Layfield Close (Figure 9.1 Ref. 12)
- Dallas Road (Figure 9.1 Ref. 13)
- Grampian Gardens (Figure 9.1 Ref. 14)
- Prayle Grove (Figure 9.1 Ref 15)
- Claremont Road (Figure 9.1 Ref 16)
- Whitefield Avenue (Figure 9.1 Ref 17)
- Claremont Road (Figure 9.1 Ref 18)
- A406 (Figure 9.1 Ref 19)
- Plot 53 Brent Terrace (Figure 9.1 Ref 20)

The short-term attended noise measurements at Grampian Gardens, Prayle Grove and Claremont Road were to allow a more detailed assessment of the proposed sporting facilities at Clitterhouse Playing Fields to be undertaken. The noise monitoring locations are representative of the residential areas which overlook this area.

The short-term attended noise measurements at Plot 53, Brent Terrace, were to provide supplementary information on the prevailing day and night-time noise levels to inform the suitability of plots 53 and 54 for residential development.

The noise monitoring conducted adjacent to the A406, Whitefield Road and Claremont Road was to inform the relocation of residents from the Whitefield Estate to residential Plots 53 and 54, Brent Terrace.

The CRTN short-term noise survey conducted within the vicinity of NSRs on Dallas Road, within the vicinity of the M1, was to provide additional baseline data for NSRs within the vicinity of the Staple Corner junction upgrade.

The parameters logged throughout the survey period were LAeq, LAm<sub>ax</sub>, LA90 and LA10. The LAeq level is the equivalent continuous sound pressure level over the measurement period; LAm<sub>ax</sub> is an indicator of the highest sound level during the measurement period; LA90 is used as a descriptor of background noise levels and LA10 is the noise level which is achieved for 10% of the monitoring period and is often used to describe road traffic noise.

The noise monitoring locations are illustrated in **Figure 9.1**.

The monitoring equipment used during the survey period is described in **Table 9.2.1**. The sound level meters were calibrated both before and after each monitoring period; no drift from the reference level of 94dB was recorded.

The weather was dry and wind speeds were less than 5m/s. A wind shield was fitted to the monitoring equipment at all times.

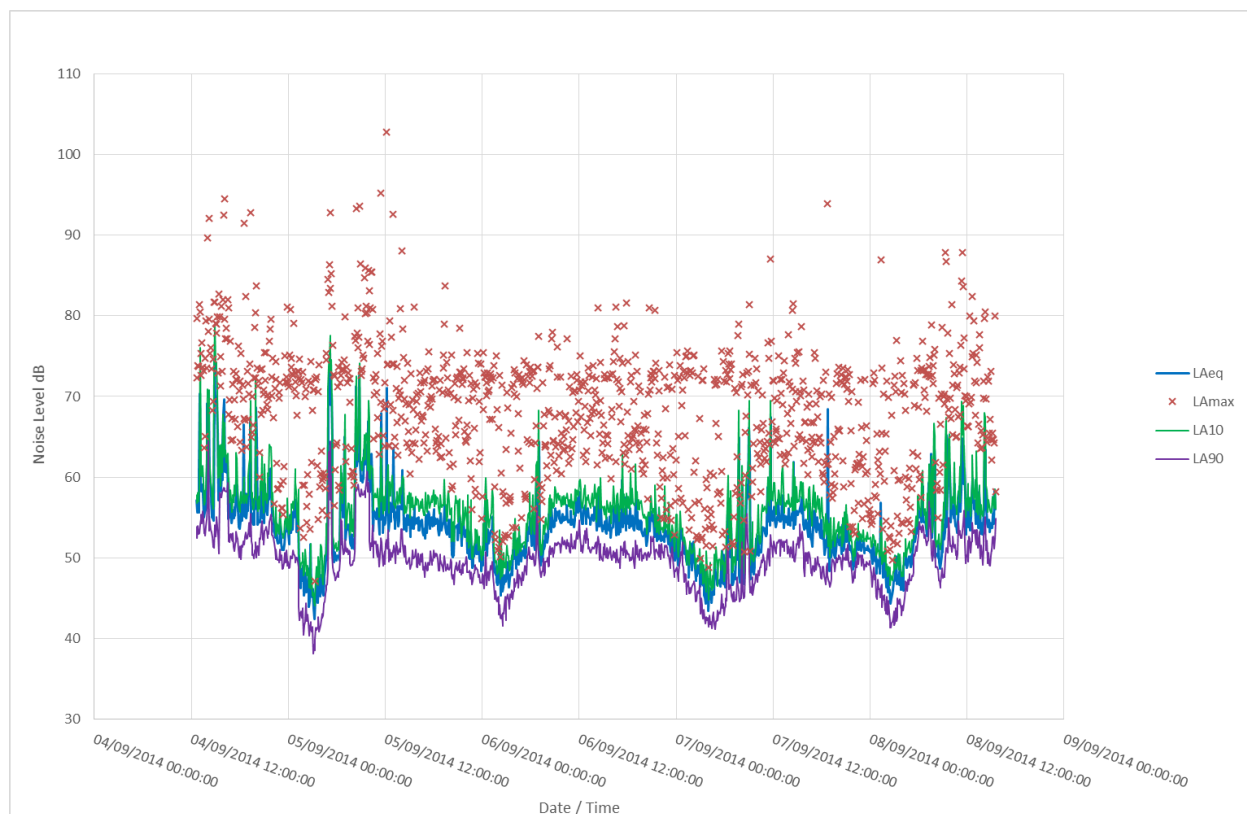
Monitoring was undertaken by trained and competent staff being members of the IOA.

**Table 9.2.1: Noise Monitoring Equipment**

Location	Type	Model	Serial Number
Layfield Close, A406, Dallas Road, Plot 53	Sound Level Meter	Rion NL-52	632037
Grampian Gardens, Prayle Grove, Claremont Toad and Whitefield Avenue	Sound Level Meter	Rion NL-52	932322

The results of the noise surveys are presented below:

**Layfield Close Time History Plot**



Full data available on request

**Dallas Road – CRTN Shortened Measurement Procedure**

Address	Time	LAeq	LAmx	LA10	LA90
1	25/09/2014 13:45	67.4	78.9	69.7	63.3
2	25/09/2014 13:50	67.6	77.4	69.8	63.2
3	25/09/2014 13:55	66.5	72.9	68.6	63.6
4	25/09/2014 14:00	67.5	78.5	69.6	63.9
5	25/09/2014 14:05	67.7	78.3	69.4	64.4
6	25/09/2014 14:10	68.1	80.1	70.3	63.7

Address	Time	LAeq	LAmx	LA10	LA90
7	25/09/2014 14:15	67.5	76.5	69.8	64.4
8	25/09/2014 14:20	67.2	77.2	69.3	63.1
9	25/09/2014 14:25	67.6	76.7	70.0	64.0
10	25/09/2014 14:30	68.1	79.3	70.2	64.0
11	25/09/2014 14:35	67.2	78.6	69.6	63.2
12	25/09/2014 14:40	68.1	77.4	70.0	64.8
13	25/09/2014 14:45	68.0	79.7	70.4	64.1
14	25/09/2014 14:50	67.2	77.8	69.2	62.7
15	25/09/2014 14:55	67.9	77.9	70.2	63.9
16	25/09/2014 15:00	67.7	76.8	69.9	64.1
17	25/09/2014 15:05	68.6	77.0	70.8	65.6
18	25/09/2014 15:10	68.5	79.1	70.5	64.5
19	25/09/2014 15:15	68.1	77.9	69.8	65.3
20	25/09/2014 15:20	69.1	82.1	71.0	64.9
21	25/09/2014 15:25	68.7	78.7	71.3	64.7
22	25/09/2014 15:30	67.6	77.2	69.6	64.3
23	25/09/2014 15:35	68.1	77.7	70.0	64.5
24	25/09/2014 15:40	68.1	75.8	69.9	64.9
25	25/09/2014 15:45	68.7	79.4	70.6	64.9
26	25/09/2014 15:50	67.7	76.3	69.5	64.9
27	25/09/2014 15:55	68.5	78.5	70.5	65.4
28	25/09/2014 16:00	68.6	76.5	70.7	65.5
29	25/09/2014 16:05	69.4	85.5	70.2	66.0
30	25/09/2014 16:10	69.0	78.4	70.9	65.8
31	25/09/2014 16:15	68.8	83.1	70.0	65.6
32	25/09/2014 16:20	68.3	77.0	70.4	65.6
33	25/09/2014 16:25	68.8	83.1	70.3	64.9
34	25/09/2014 16:30	67.5	75.8	69.5	64.3
35	25/09/2014 16:35	68.9	80.4	70.9	65.7
36	25/09/2014 16:40	69.0	79.5	71.1	65.5
<b>Ave</b>		<b>68</b>	<b>78</b>	<b>70</b>	<b>65</b>
<b>Min</b>		<b>67</b>	<b>73</b>	<b>69</b>	<b>63</b>

Address	Time	LAeq	LAm <sub>ax</sub>	LA10	LA90
<b>Max</b>		<b>69</b>	<b>86</b>	<b>71</b>	<b>66</b>
<b>90<sup>th</sup> Perc</b>			<b>81</b>		

LA10,18h = LA10,3h – 1 = 69dB LA10,18h

Transport Research Laboratory – Conversion to LAeq

Equations for Motorway

L<sub>day</sub> = 0.98 x LA10,18h + 0.09 = 68 dB LAeq

L<sub>evening</sub> = 0.89 x LA10,18h + 5.08 = 67dB LAeq

L<sub>night</sub> = 0.87 x LA10,18h + 4.24 = 64dB LAeq

#### Grampian Gardens

Date / Start Time	LAeq	LAF <sub>max</sub>	LA10	LA90
05/11/2014 11:35:00	56.7	65.5	58.3	54.8
05/11/2014 11:40:00	57.9	65.8	59.9	55.9
05/11/2014 11:45:00	56.4	59.9	57.6	55.1
05/11/2014 11:50:00	58.3	68.0	60.7	55.5
05/11/2014 11:55:00	57.0	63.6	58.2	55.6
05/11/2014 12:00:00	58.5	66.8	60.5	56.1
05/11/2014 12:05:00	57.4	67.4	59.1	55.6
05/11/2014 12:10:00	58.9	72.5	61.9	55.9
05/11/2014 12:15:00	57.6	70.6	58.6	55.3
05/11/2014 12:20:00	57.7	67.8	60.1	55.5
05/11/2014 12:25:00	59.4	76.0	61.4	56.2
05/11/2014 12:30:00	59.4	73.4	59.5	56.1
<b>Ave</b>	<b>58</b>	<b>68</b>	<b>60</b>	<b>56</b>
<b>Min</b>	<b>56</b>	<b>60</b>	<b>58</b>	<b>55</b>
<b>Max</b>	<b>59</b>	<b>76</b>	<b>62</b>	<b>56</b>
<b>90th Percentile</b>		<b>73</b>		

**Prayle Grove**

Date / Start Time	LAeq	LAFmax	LA10	LA90
05/11/2014 10:25:00	57.2	67.8	58.6	54.9
05/11/2014 10:30:00	56.0	69.8	57.1	54.5
05/11/2014 10:35:00	56.1	65.2	57.2	54.5
05/11/2014 10:40:00	57.1	64.9	58.7	54.7
05/11/2014 10:45:00	56.1	62.6	57.3	54.8
05/11/2014 10:50:00	56.8	64.2	58.8	54.9
05/11/2014 10:55:00	56.8	67.3	58.1	55.6
05/11/2014 11:00:00	56.4	68.6	58.0	54.2
05/11/2014 11:05:00	55.7	61.7	57.1	54.2
05/11/2014 11:10:00	56.9	66.2	59.1	54.3
05/11/2014 11:15:00	56.2	66.0	58.2	53.9
05/11/2014 11:20:00	55.6	62.6	57.0	54.1
<b>Ave</b>	<b>56</b>	<b>66</b>	<b>58</b>	<b>55</b>
<b>Min</b>	<b>56</b>	<b>62</b>	<b>57</b>	<b>54</b>
<b>Max</b>	<b>57</b>	<b>70</b>	<b>59</b>	<b>56</b>
<b>90th Percentile</b>		<b>69</b>		

**Claremont Road (Clitterhouse Playing Fields)**

Date / Start Time	LAeq	LAFmax	LA10	LA90
05/11/2014 12:45:01	66.9	85.8	70.6	56.1
05/11/2014 12:50:01	66.2	77.9	69.7	56.6
05/11/2014 12:55:01	65.0	73.9	69.5	55.3
05/11/2014 13:00:01	65.0	82.1	68.4	55.8
05/11/2014 13:05:01	64.9	75.9	69.7	53.8
05/11/2014 13:10:01	66.9	82.3	70.0	55.9
05/11/2014 13:15:01	65.4	80.5	69.4	54.4
05/11/2014 13:20:01	65.3	76.3	69.6	55.7
05/11/2014 13:25:01	67.3	87.6	69.6	57.5
05/11/2014 13:30:01	66.8	84.0	70.0	55.3
05/11/2014 13:35:01	66.2	81.5	69.7	57.3
05/11/2014 13:40:01	64.5	74.9	69.4	55.3
<b>Ave</b>	<b>66</b>	<b>80</b>	<b>70</b>	<b>56</b>
<b>Min</b>	<b>65</b>	<b>74</b>	<b>68</b>	<b>54</b>
<b>Max</b>	<b>67</b>	<b>88</b>	<b>71</b>	<b>58</b>
<b>90th Percentile</b>		<b>86</b>		

**Whitefield Avenue**

Date / Start Time	LAeq	LAFmax	LA10	LA90
05/11/2014 14:30:01	60.5	69.4	62.0	58.5
05/11/2014 14:35:01	60.7	65.2	61.6	59.6
05/11/2014 14:40:01	59.6	65.7	61.0	57.3
05/11/2014 14:45:01	59.3	70.5	60.9	57.5
<b>Ave</b>	<b>60</b>	<b>68</b>	<b>61</b>	<b>58</b>
<b>Min</b>	<b>59</b>	<b>65</b>	<b>61</b>	<b>57</b>
<b>Max</b>	<b>61</b>	<b>71</b>	<b>62</b>	<b>60</b>
<b>90th Percentile</b>		<b>70</b>		

Note: measurement period had to be shortened due to resident cutting hedge with chainsaw.

**Claremont Road (Ref 18)**

Date / Start Time	LAeq	LAFmax	LA10	LA90
05/11/2014 13:55:01	69.9	82.4	73.8	57.6
05/11/2014 14:00:01	68.3	84.5	72.1	55.6
05/11/2014 14:05:01	68.4	82.6	72.2	56.6
05/11/2014 14:10:01	69.5	90.2	72.8	57.4
05/11/2014 14:15:01	68.0	76.1	72.0	58.0
05/11/2014 14:20:01	68.6	82.6	72.7	56.4
<b>Ave</b>	<b>69</b>	<b>83</b>	<b>73</b>	<b>57</b>
<b>Min</b>	<b>68</b>	<b>76</b>	<b>72</b>	<b>56</b>
<b>Max</b>	<b>70</b>	<b>90</b>	<b>74</b>	<b>58</b>
<b>90th Percentile</b>		<b>87</b>		



**A406 (Approximately 20m from near-side carriageway edge)**

Date / Start Time	LAeq	LAmx	LA10	LA90
18/09/2014 11:15:00	55.9	69.8	56.6	47.7
18/09/2014 11:20:00	51.9	66.8	54.1	48.3
18/09/2014 11:25:00	53.9	68.1	54.7	48.2
18/09/2014 11:30:00	57.2	72.1	59.1	47.9
18/09/2014 11:35:00	57.0	73.4	61.1	49.8
18/09/2014 11:40:00	51.4	63.2	54.3	47.9
18/09/2014 11:45:00	53.2	74.2	54.6	48.0
18/09/2014 11:50:00	51.7	64.0	54.4	47.6
18/09/2014 11:55:00	53.0	63.6	56.6	47.5
18/09/2014 12:00:00	51.6	63.5	55.6	47.2
18/09/2014 12:05:00	55.7	71.1	59.7	48.0
18/09/2014 12:10:00	53.7	68.2	57.1	47.1
18/09/2014 12:15:00	50.4	63.0	53.3	47.6
18/09/2014 12:20:00	57.4	72.1	57.9	47.4
18/09/2014 12:25:00	50.3	62.6	51.4	47.2
18/09/2014 12:30:00	56.0	73.2	53.1	46.8
18/09/2014 12:35:00	58.4	80.8	61.0	48.1
18/09/2014 12:40:00	49.7	62.6	51.3	45.7
18/09/2014 12:45:00	49.4	68.2	51.2	46.0
18/09/2014 12:50:00	49.8	59.6	52.5	46.4
18/09/2014 12:55:00	52.0	74.1	53.5	45.6
18/09/2014 13:00:00	49.6	64.4	52.0	45.2
18/09/2014 13:05:00	49.6	60.8	53.5	45.5
18/09/2014 13:10:00	47.2	60.3	48.6	45.1
18/09/2014 13:15:00	51.6	65.8	56.8	44.8
18/09/2014 13:20:00	49.6	63.6	53.5	44.0
18/09/2014 13:25:00	53.5	71.5	58.5	44.5
18/09/2014 13:30:00	50.7	63.2	54.7	45.3
18/09/2014 13:35:00	47.1	58.2	49.0	44.6
18/09/2014 13:40:00	52.6	66.3	56.9	44.5
18/09/2014 13:45:00	50.0	60.2	53.3	45.7
18/09/2014 13:50:00	70.3	83.7	75.5	47.1
18/09/2014 13:55:00	54.9	70.4	57.0	46.5
18/09/2014 14:00:00	51.5	66.8	55.5	45.5
18/09/2014 14:05:00	46.4	53.4	48.5	44.7
18/09/2014 14:10:00	47.8	57.1	49.6	45.4
<b>Average</b>	<b>57</b>	<b>67</b>	<b>55</b>	<b>47</b>
<b>Min</b>	<b>46</b>	<b>53</b>	<b>49</b>	<b>44</b>
<b>Max</b>	<b>70</b>	<b>84</b>	<b>76</b>	<b>50</b>
<b>90<sup>th</sup> Percentile</b>		<b>74</b>		

Date / Start Time	LAeq	LAmx	LA10	LA90
18/09/2014 23:00:00	69.2	78.0	71.8	65.6
18/09/2014 23:05:00	68.9	77.3	71.4	64.9
18/09/2014 23:10:00	69.7	77.8	72.8	66.0
18/09/2014 23:15:00	68.3	76.1	70.4	64.5
18/09/2014 23:20:00	68.4	76.3	71.4	64.4
18/09/2014 23:25:00	68.4	75.3	70.8	64.1
18/09/2014 23:30:00	68.3	77.5	70.4	64.9
18/09/2014 23:35:00	69.0	77.7	71.8	64.9
18/09/2014 23:40:00	68.5	76.0	71.2	64.5
18/09/2014 23:45:00	68.6	78.4	71.7	63.9
18/09/2014 23:50:00	68.1	77.4	70.4	64.4
18/09/2014 23:55:00	66.9	75.6	69.6	63.4
19/09/2014 00:00:00	67.1	77.6	69.3	62.5
19/09/2014 00:05:00	67.5	75.1	70.0	63.4
19/09/2014 00:10:00	68.5	77.8	71.2	64.2
19/09/2014 00:15:00	68.7	79.8	71.2	64.3
19/09/2014 00:20:00	68.6	77.3	71.2	64.3
19/09/2014 00:25:00	69.4	81.1	72.8	64.7
19/09/2014 00:30:00	67.8	76.8	70.6	63.2
19/09/2014 00:35:00	68.8	80.7	72.0	63.6
19/09/2014 00:40:00	67.4	76.0	69.8	62.8
19/09/2014 00:45:00	66.6	78.1	69.2	62.2
19/09/2014 00:50:00	67.0	82.7	69.6	62.6
19/09/2014 00:55:00	67.4	77.4	70.4	62.8
19/09/2014 01:00:00	65.3	73.5	68.1	60.3
19/09/2014 01:05:00	67.0	78.0	69.8	61.7
19/09/2014 01:10:00	67.3	76.5	70.1	62.6
19/09/2014 01:15:00	66.5	76.0	69.5	62.0
19/09/2014 01:20:00	66.2	75.6	69.2	60.8
19/09/2014 01:25:00	66.9	80.0	69.7	61.9
19/09/2014 01:30:00	67.6	83.0	70.0	61.8
19/09/2014 01:35:00	65.2	74.5	68.6	59.6
19/09/2014 01:40:00	65.6	74.2	68.3	60.6
19/09/2014 01:45:00	64.7	73.2	67.8	57.5
19/09/2014 01:50:00	65.3	74.8	68.5	60.1
19/09/2014 01:55:00	66.1	77.1	69.2	58.6
<b>Average</b>	<b>68</b>	<b>77</b>	<b>70</b>	<b>63</b>
<b>Min</b>	<b>65</b>	<b>73</b>	<b>68</b>	<b>58</b>
<b>Max</b>	<b>70</b>	<b>83</b>	<b>73</b>	<b>66</b>
<b>90<sup>th</sup> Percentile</b>		<b>80</b>		

## Plot 53

Start Time	LAeq	LAmaz	LA10	LA90
18/09/2014 11:15:00	55.9	69.8	56.6	47.7
18/09/2014 11:20:00	51.9	66.8	54.1	48.3
18/09/2014 11:25:00	53.9	68.1	54.7	48.2
18/09/2014 11:30:00	57.2	72.1	59.1	47.9
18/09/2014 11:35:00	57.0	73.4	61.1	49.8
18/09/2014 11:40:00	51.4	63.2	54.3	47.9
18/09/2014 11:45:00	53.2	74.2	54.6	48.0
18/09/2014 11:50:00	51.7	64.0	54.4	47.6
18/09/2014 11:55:00	53.0	63.6	56.6	47.5
18/09/2014 12:00:00	51.6	63.5	55.6	47.2
18/09/2014 12:05:00	55.7	71.1	59.7	48.0
18/09/2014 12:10:00	53.7	68.2	57.1	47.1
18/09/2014 12:15:00	50.4	63.0	53.3	47.6
18/09/2014 12:20:00	57.4	72.1	57.9	47.4
18/09/2014 12:25:00	50.3	62.6	51.4	47.2
18/09/2014 12:30:00	56.0	73.2	53.1	46.8
18/09/2014 12:35:00	58.4	80.8	61.0	48.1
18/09/2014 12:40:00	49.7	62.6	51.3	45.7
18/09/2014 12:45:00	49.4	68.2	51.2	46.0
18/09/2014 12:50:00	49.8	59.6	52.5	46.4
18/09/2014 12:55:00	52.0	74.1	53.5	45.6
18/09/2014 13:00:00	49.6	64.4	52.0	45.2
18/09/2014 13:05:00	49.6	60.8	53.5	45.5
18/09/2014 13:10:00	47.2	60.3	48.6	45.1
18/09/2014 13:15:00	51.6	65.8	56.8	44.8
18/09/2014 13:20:00	49.6	63.6	53.5	44.0
18/09/2014 13:25:00	53.5	71.5	58.5	44.5
18/09/2014 13:30:00	50.7	63.2	54.7	45.3
18/09/2014 13:35:00	47.1	58.2	49.0	44.6
18/09/2014 13:40:00	52.6	66.3	56.9	44.5
18/09/2014 13:45:00	50.0	60.2	53.3	45.7
18/09/2014 13:50:00	70.3	83.7	75.5	47.1
18/09/2014 13:55:00	54.9	70.4	57.0	46.5
18/09/2014 14:00:00	51.5	66.8	55.5	45.5
18/09/2014 14:05:00	46.4	53.4	48.5	44.7
18/09/2014 14:10:00	47.8	57.1	49.6	45.4
<b>Average</b>	<b>57</b>	<b>67</b>	<b>55</b>	<b>47</b>
<b>Min</b>	<b>46</b>	<b>53</b>	<b>49</b>	<b>44</b>
<b>Max</b>	<b>70</b>	<b>84</b>	<b>76</b>	<b>50</b>
<b>90<sup>th</sup> Percentile</b>		<b>74</b>		

Start Time	L Aeq	L Amax	LA10	LA90
18/09/2014 23:00:00	44.2	55.5	47.9	39.6
18/09/2014 23:05:00	45.4	58.2	49.3	39.3
18/09/2014 23:10:00	53.0	67.3	57.2	40.6
18/09/2014 23:15:00	41.6	49.5	42.5	40.1
18/09/2014 23:20:00	40.9	50.2	41.8	39.3
18/09/2014 23:25:00	43.0	50.2	44.6	41.7
18/09/2014 23:30:00	43.0	50.5	43.7	41.7
18/09/2014 23:35:00	43.6	48.0	44.9	42.4
18/09/2014 23:40:00	43.5	53.6	44.7	42.3
18/09/2014 23:45:00	42.4	46.7	43.6	41.1
18/09/2014 23:50:00	48.4	60.2	54.3	40.9
18/09/2014 23:55:00	44.4	60.1	47.1	40.4
19/09/2014 00:00:00	41.6	55.2	42.1	39.4
19/09/2014 00:05:00	41.1	55.6	42.1	39.6
19/09/2014 00:10:00	42.0	51.1	43.0	40.1
19/09/2014 00:15:00	40.9	47.1	42.2	39.5
19/09/2014 00:20:00	41.9	50.0	42.8	39.9
19/09/2014 00:25:00	41.8	46.3	42.5	40.9
19/09/2014 00:30:00	41.8	47.0	42.6	41.0
19/09/2014 00:35:00	43.1	53.9	44.4	41.3
19/09/2014 00:40:00	42.7	49.7	43.7	41.2
19/09/2014 00:45:00	42.1	45.2	43.1	40.9
19/09/2014 00:50:00	41.4	51.3	41.6	39.7
19/09/2014 00:55:00	39.9	46.1	40.6	39.1
19/09/2014 01:00:00	39.8	45.5	41.1	38.7
19/09/2014 01:05:00	40.5	55.3	41.8	38.9
19/09/2014 01:10:00	41.7	45.4	43.2	40.3
19/09/2014 01:15:00	39.9	44.2	41.3	38.6
19/09/2014 01:20:00	39.4	48.9	40.6	37.8
19/09/2014 01:25:00	40.5	49.7	41.5	39.1
19/09/2014 01:30:00	40.9	49.0	41.9	39.7
19/09/2014 01:35:00	41.4	52.4	43.7	39.2
19/09/2014 01:40:00	40.7	48.2	42.3	38.9
19/09/2014 01:45:00	40.0	44.4	41.4	38.6
19/09/2014 01:50:00	39.0	44.4	40.3	37.6
19/09/2014 01:55:00	36.7	41.8	38.3	35.0
<b>Average</b>	<b>42</b>	<b>50</b>	<b>44</b>	<b>40</b>
<b>Min</b>	<b>37</b>	<b>42</b>	<b>38</b>	<b>35</b>
<b>Max</b>	<b>53</b>	<b>67</b>	<b>57</b>	<b>42</b>
<b>90<sup>th</sup> Percentile</b>		<b>57</b>		