3.6 The table below confirms the measured levels during each hourly period.

| Period | $L_{Aeq}$ dB(A) | $L_{Amax}$ dB(A) | $L_{A10}$ dB(A) |
|---|---|---|---|
| 12.30 – 13.30 | 57.3 | 72.0 | 61.5 |
| 13.30 – 14.30 | 58.9 | 72.6 | 62.1 |
| 14.30 – 15.30 | 57.3 | 71.2 | 60.8 |

3.7 For reference, the dominant noise source throughout the period was traffic running along both Bishopsfield Road and Longfield Avenue. There was also some movement into and out of the car park in front of Sharland Place. Vehicles also accounted for the peak levels recorded.

3.8 The CRTN document provides a formula for converting the 1-hour values of $L_{A10}$ into a day time 18-hour $L_{A10}$ value. The result of this calculation is as follows:

| $L_{A10, 18\ hrs}$ | 60.5 dB(A) |
|---|---|

3.9 In fact, assessments of road traffic noise are now more commonly based on the $L_{Aeq}$ parameter, rather than the $L_{A10}$ parameter. It is therefore necessary to convert the 18-hour $L_{A10}$ into the more usual 16-hour day time $L_{Aeq}$ and the 8 hour night time $L_{Aeq}$.

3.10 The TRL Project Report PR/SE/451/02[1] provides formulae for making the necessary adjustment, and using these relationships, the figure of $L_{A10, 18\ hours}$ equates to the following:

| | |
|---|---|
| Day Time $L_{Aeq\ 07.00 - 23.00}$ | 58.3 dB(A) |
| Night Time $L_{Aeq\ 2300 - 07.00}$ | 50.7 dB(A) |