## WILSTEAD SPEED DATA

| Road Name: | Bedford <br> Road (1016) | Speed <br> Analysis | $\%$ of <br> vehicles | \# of vehicles |
| :--- | :---: | :---: | :---: | :---: |
| Date Range | 09/02/2024 | 16 MPH | $1.59 \%$ | 949 |
| Start | $08 / 03 / 2024$ | $21-25 \mathrm{MPH}$ | $1.38 \%$ | 824 |
| End | 2,133 | $26-30 \mathrm{MPH}$ | $7.02 \%$ | 4,192 |
| Avg Vehicles p/d |  | $31-35 \mathrm{MPH}$ | $16.54 \%$ | 40,330 |
|  | $\mathbf{9 1}$ | $36-40 \mathrm{MPH}$ | $3.85 \%$ | 10,026 |
| Maximum Speed | 59,713 | $41-45 \mathrm{MPH}$ | $0.94 \%$ | 2,299 |
| Number of Vehicles | 13,418 | $46-50 \mathrm{MPH}$ | $0.55 \%$ | 321 |
| Of which, speeding | $\mathbf{2 2 . 5 \%}$ | Over 50MPH | $0.34 \%$ | 203 |
| \% speeding |  |  |  |  |


| Road Name: | Luton Road <br> $(1017)$ | Speed <br> Analysis | $\%$ of <br> vehicles | \# of vehicles |
| :--- | :---: | :---: | :---: | :---: |
| Date Range |  | $>15 \mathrm{MPH}$ | $6.71 \%$ | 2,381 |
| Start | $09 / 02 / 2024$ | $16-20 \mathrm{MPH}$ | $10.04 \%$ | 3,562 |
| End | $08 / 03 / 2024$ | $21-25 \mathrm{MPH}$ | $37.87 \%$ | 13,437 |
| Avg Vehicles p/d | 1,267 | $26-30 \mathrm{MPH}$ | $40.62 \%$ | 14,413 |
|  |  | $31-35 \mathrm{MPH}$ | $4.06 \%$ | 1,441 |
| Maximum Speed | $\mathbf{7 1}$ | $36-40 \mathrm{MPH}$ | $0.53 \%$ | 188 |
| Number of Vehicles | 35,482 | $41-45 \mathrm{MPH}$ | $0.12 \%$ | 43 |
| Of which, speeding | 1,689 | $46-50 \mathrm{MPH}$ | $0.02 \%$ | 7 |
| \% speeding | $\mathbf{4 . 8 \%}$ | Over 50MPH | $0.03 \%$ | 11 |


| Road Name: | CER from <br> A600 (1018) | Speed <br> Analysis | $\%$ of <br> vehicles | \# of vehicles |
| :--- | :---: | :---: | :---: | :---: |
| Date Range | $09 / 02 / 2024$ | $\mathbf{> 1 5 M P H}$ | $1.96 \%$ | 341 |
| Start | $08 / 03 / 2024$ | $21-25 \mathrm{MPH}$ | $2.13 \%$ | 370 |
| End | 563 | $26-30 \mathrm{MPH}$ | $59.63 \%$ | $16.54 \%$ |
| Avg Vehicles p/d |  | $31-35 \mathrm{MPH}$ | $16.02 \%$ | 2,784 |
|  | $\mathbf{6 1}$ | $36-40 \mathrm{MPH}$ | $3.08 \%$ | 535 |
| Maximum Speed | 17,378 | $41-45 \mathrm{MPH}$ | $0.49 \%$ | 85 |
| Number of Vehicles | 3,430 | $46-50 \mathrm{MPH}$ | $0.11 \%$ | 19 |
| Of which, speeding | $\mathbf{1 9 . 7 \%}$ | Over 50MPH | $0.04 \%$ | 7 |
| \% speeding |  |  |  | 7 |


| Road Name: | CER / <br> Chapel Lane <br> (1019) | Speed <br> Analysis | $\%$ of <br> vehicles | \# of vehicles |
| :--- | :---: | :---: | :---: | :---: |
| Date Range | 09/02/2024 | $>15 \mathrm{MPH}$ | $3.04 \%$ | 1,238 |
| Start | $08 / 03 / 2024$ | $21-20 \mathrm{MPH}$ | $4.66 \%$ | 1,898 |
| End | 1,455 | $26-30 \mathrm{MPH}$ | $28.48 \%$ | 11,600 |
| Avg Vehicles p/d |  | $31-35 \mathrm{MPH}$ | $9.69 \%$ | 21,053 |
|  | $\mathbf{7 7}$ | $36-40 \mathrm{MPH}$ | $1.87 \%$ | 3,943 |
| Maximum Speed | 40,729 | $41-45 \mathrm{MPH}$ | $0.41 \%$ | 762 |
| Number of Vehicles | 4,940 | $46-50 \mathrm{MPH}$ | $0.10 \%$ | 167 |
| Of which, speeding | $\mathbf{1 2 . 1 \%}$ | Over 50MPH | $0.07 \%$ | 41 |
| \% speeding |  |  | 29 |  |


| Road Name: | Ivy Lane <br> $(\mathbf{0 4 1 5})$ | Speed <br> Analysis | $\%$ of <br> vehicles | \# of vehicles |
| :--- | :---: | :---: | :---: | :---: |
| Date Range |  | $>15 \mathrm{MPH}$ | $3.59 \%$ | 1,265 |
| Start | $09 / 02 / 2024$ | $16-20 \mathrm{MPH}$ | $3.74 \%$ | 1,318 |
| End | $08 / 03 / 2024$ | $21-25 \mathrm{MPH}$ | $22.42 \%$ | 7,901 |
| Avg Vehicles p/d | 1,259 | $\mathbf{2 6 - 3 0 M P H}$ | $57.30 \%$ | 20,194 |
|  |  | $31-35 \mathrm{MPH}$ | $10.38 \%$ | 3,658 |
| Maximum Speed | $\mathbf{6 8}$ | $36-40 \mathrm{MPH}$ | $2.08 \%$ | 733 |
| Number of Vehicles | 35,242 | $41-45 \mathrm{MPH}$ | $0.38 \%$ | 134 |
| Of which, speeding | 4,564 | $46-50 \mathrm{MPH}$ | $0.07 \%$ | 25 |
| \% speeding | $\mathbf{1 3 . 0 \%}$ | Over 50MPH | $0.04 \%$ | 14 |

