



RSA

# Free Speed Survey 2025







Safe Speeds

February 2025



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# Executive Summary

## Executive Summary

- Excessive speed continues to be a leading contributory factor in fatal and serious injury collisions in Ireland and internationally.
- It has been estimated that 10-15% of all collisions and 30% of fatal collisions are the result of speeding or inappropriate speed (ERSO, 2020). Therefore, tracking speeding compliance rates is critical.
- The RSA has been conducting free speed surveys since 2006. Rates of non-compliance have typically been higher on urban roads (approximately 50%) than on rural roads and motorways (where the rate of non-compliance has generally been under 30%).
- Consistent with the findings from recent studies, compliance with the posted speed limit was better on higher speed roads (80km/h+) compared to roads with a speed limit of 60km/h or less.
- For instance, the rates of compliance on roads with a speed limit greater than 80km/h ranged from 72% - 85%, whereas the rates of compliance on roads with a speed limit less than 80km/h ranged from 50% - 62%.
- One of the noticeable results when analysing speeding by vehicle type was that 78% of HGV drivers exceeded the speed limit on 100km/h roads, unchanged from the rate in 2024, and consistent with a trend that has been observed on this road type in recent studies.
- A positive finding from this year's study is that the compliance rate improved by 16% on 30km/h urban roads and the rate has been consistently improving since we started surveying this road type back in 2022.



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# Safety Performance Indicators



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# Methodological Approach

## Study Objectives

- Speed surveys are designed to monitor changes in the free speeds of vehicles on various road types, and also to measure drivers' choice of speed.
- Free speed can be defined as the speed at which drivers choose to travel when unconstrained by road geometry (e.g., sharp bends, intersections, or hills), or traffic conditions (e.g., congestion).
- This report will outline the methodology used for the 2025 Free Speed Survey and will present the findings from the study.



## Methodology and Sampling Approach – Tracsis Data

- **Fieldwork:** The fieldwork element of the study was outsourced to Tracsis, and data was collected at 90 sites nationwide.
  - Tracsis is a provider of software, hardware, and data analytics/GIS and services for the rail, traffic data and wider transport industries.
- **Road Types Covered:** The following speed limits were covered as part of this study: 30km/h, 50km/h, 60km/h and 80km/h.
- **Study timeframe:** 01 May 2025 – 12 May 2025.
- **How was the data collected?** Automatic Traffic Counters (ATCs) were used for data collection at all of these sites, allowing observations to be captured for a 24-hour period at each site. As a result, data was collected during daylight and nighttime hours across the entire week (including at weekends).
- **Analysis approach:** In order to select a representative subset of the datasets for analysis, a sampling approach was adopted. This involved selecting several 2-hour time periods for each site across the entire week and analysing the data during these time periods.



## Methodology and Sampling Approach – TII Data

- **Data collection:** Data for 100km/h roads and 120km/h roads was analysed using Transport Infrastructure Ireland's (TII) traffic count data.
- Data for 100km/h roads was collected at 11 sites and data for 120km/h roads was collected at 10 sites.
- **Study timeframe:** 23 April 2025 – 01 May 2025.
- TII's traffic count data system involves detecting the speed of vehicles as they pass over loops embedded in the road surface, and this approach also allowed for comprehensive data collection at all times across the week (including at weekends).
- **Analysis approach:** A sampling approach similar to the one adopted to analyse the data collected by Tracsis was used to select a representative subset of the datasets for analysis. Once again, this involved selecting several 2-hour time periods for each site across the entire week and analysing the data during these time periods.



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## Summary of Results

# Overall Results

- Table 1 provides a high-level summary of speeding rates on various road types based on the results of the 2025 study.
- Overall, rates of compliance with the speed limit improved across most of the road types when compared to the 2024 study.
- For instance, an improved rate of compliance was seen on 30km/h (+16%), 80km/h (+8%), 100km/h (+10%), and 120km/h (+1%) roads. The rate of compliance was unchanged on 50km/h roads and it decreased by 6% on 60km/h roads.

**Table 1 – Speeding by Road Type**

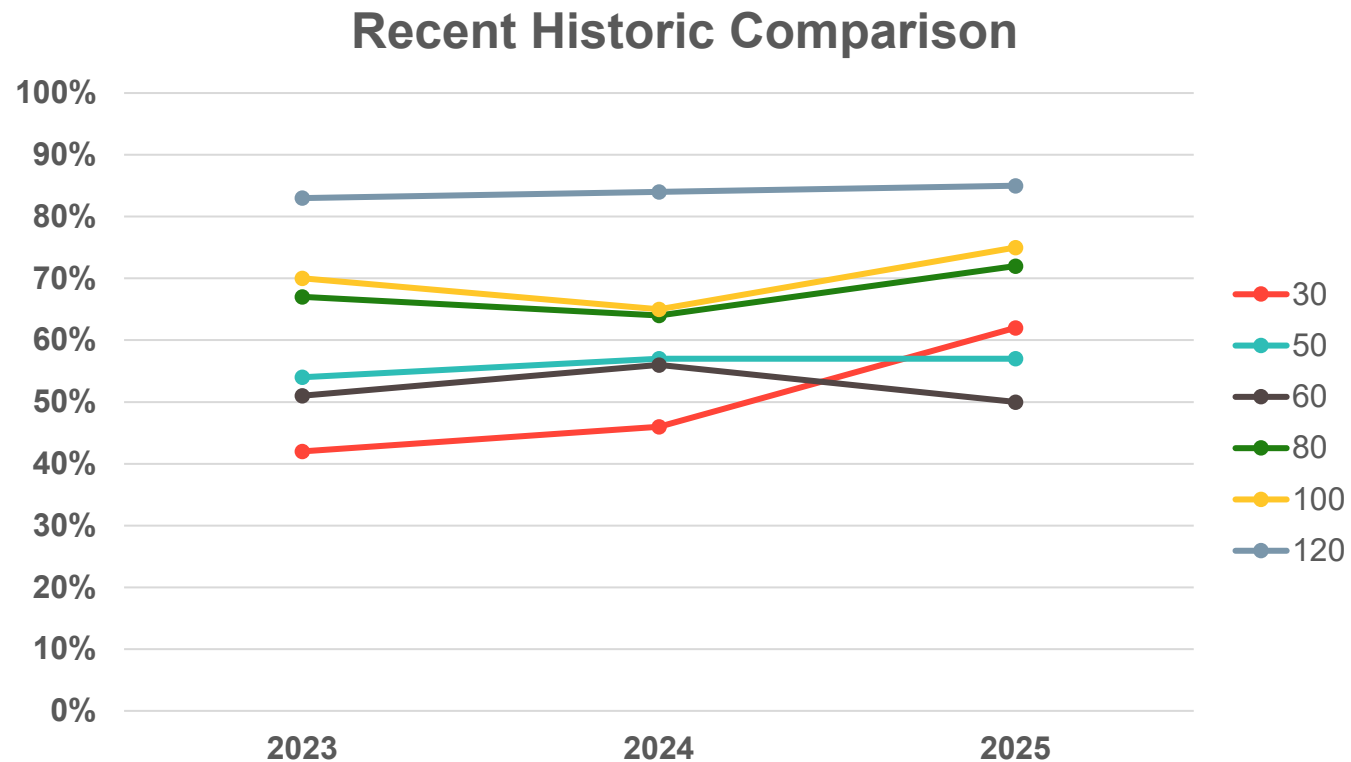
Road Type	% Speeding (2024)	% Not Speeding (2024)	Sample Size (2024)
30km/h	38% (54%)	62% (46%)	4300 (4443)
50km/h	43% (43%)	57% (57%)	11413 (9459)
60km/h	50% (44%)	50% (56%)	9235 (9155)
80km/h	28% (36%)	72% (64%)	3816 (3511)
100km/h	25% (35%)	75% (65%)	9917 (10657)
120km/h	15% (16%)	85% (84%)	14883 (14832)



## Recent Historic Comparison

- Figure 1 shows compliance rates by road type over the last 3 years. Higher rates of compliance can clearly be seen on roads with a speed limit of 80km/h and greater when compared to roads with a speed limit of less than 80km/h.

Figure 1



## Analysis by Road Type – 30km/h

## 30km/h Roads Summary

- On 30km/h roads, 62% of drivers of passenger cars and 58% of LGV drivers were found to have driven within the speed limit in the 2025 study.
- Both of these rates represent improvements when compared to the 2024 study, with the passenger car rate improving by 20%.

**Table 2 – Speeding by Vehicle Type**

Vehicle Type	% Speeding (2024)	% Not Speeding (2024)	Sample Size (2024)
Passenger Cars	38% (58%)	62% (42%)	3880 (3894)
LGVs	42% (47%)	58% (53%)	227 (231)

- When comparing the levels of speeding on weekdays vs weekends, rates of compliance were similar. 63% of motorists of all vehicle types drove within the speed limit on 30km/h roads during the week, with this figure falling to 62% at the weekend (Saturday and Sunday).
- Observations on 30km/h roads were conducted at sites in urban areas of Cork and Dublin only.



## Time of day breakdown – 30km/h roads

- Table 3 captures the speeding rates by time of day on 30km/h roads in the 2025 study.
- Significant improvements in compliance rates were observed during almost all time periods in this year’s study when compared to the findings from 2024.

**Table 3 – Speeding by Time of Day**

Time of day	% Speeding (2024)	% Not Speeding (2024)	Sample Size (2024)
12am-8am	71% (88%)	29% (12%)	21 (49)
8am-12pm	41% (39%)	59% (61%)	664 (953)
12pm-4pm	40% (58%)	60% (42%)	1587 (1487)
4pm-8pm	38% (66%)	62% (34%)	1162 (758)
8pm-12am	30% (53%)	70% (47%)	866 (1196)



## Degree of violation on 30km/h roads

- Table 4 captures the degree of violation on 30km/h roads and it shows that those drivers found to be speeding on these roads did so by a lower margin in 2025 when compared to the 2024 study.
- As can be seen from table 4, 32% of motorists exceeded the speed limit by up to 10km/h, down 9% from 2024.
- 5% exceeded the speed limit by more than 10km/h, down 9% from 2024.

**Table 4 – Degree of Speeding Violation**

Degree of violation	% (2024)	Sample Size (2024)
Not Speeding	62% (46%)	2685 (2027)
>30km/h & <=35km/h	23% (24%)	999 (1056)
>35km/h & <=40km/h	9% (17%)	403 (764)
>40km/h & <=50km/h	4% (12%)	186 (514)
>50km/h	1% (2%)	27 (82)



## Analysis by Road Type – 50km/h

## 50km/h Roads Summary

- On 50km/h roads, rates of compliance were relatively low across the major vehicle types in 2025, ranging from 57% to 59%.
- When compared with the results from the 2024 study, compliance improved marginally for drivers of LGVs and HGVs and Buses, and remained unchanged for drivers of passenger cars.

**Table 5 – Speeding by Vehicle Type**

Vehicle Type	% Speeding (2024)	% Not Speeding (2024)	Sample Size (2024)
Passenger Cars	43% (43%)	57% (57%)	10054 (8399)
LGVs	41% (42%)	59% (58%)	804 (641)
HGVs and Buses	43% (46%)	57% (54%)	187 (180)

- Rates of compliance with the speed limit were higher during the week on 50km/h roads. 62% of motorists of all vehicle types drove within the speed limit on these roads during the week, with this figure falling to 45% at the weekend (Saturday and Sunday). This is similar to the finding from the previous year’s study.



## Time of day breakdown – 50km/h roads

- Table 6 captures the speeding rates by time of day on 50km/h roads.
- The hours between 8pm and 8am saw the lowest rates of compliance on this road type. This pattern of behaviour was also noticeable in the findings from studies in recent years.

**Table 6 – Speeding by Time of Day**

Time of day	% Speeding (2024)	% Not Speeding (2024)	Sample Size (2024)
12am-4am	54% (60%)	46% (40%)	492 (548)
4am-8am	75% (63%)	25% (37%)	921 (840)
8am-12pm	27% (33%)	73% (67%)	2237 (1648)
12pm-4pm	38% (26%)	62% (74%)	2708 (1820)
4pm-8pm	38% (38%)	62% (62%)	2033 (1968)
8pm-12am	49% (54%)	51% (46%)	3022 (2635)



## Degree of violation on 50km/h roads

- Table 7 captures the degree of violation on 50km/h roads. Overall, the findings were similar to the results from last year’s study.
- 28% of motorists exceeded the speed limit by up to 10km/h in 2025, down 1% from last year.
- 14% exceeded the speed limit by more than 10km/h in 2025, up 1% from last year.

**Table 7 – Degree of Speeding Violation**

Degree of violation	% (2024)	Sample Size (2024)
Not Speeding	57% (57%)	6553 (5432)
>50km/h & <=55km/h	17% (17%)	1946 (1630)
>55km/h & <=60km/h	11% (12%)	1296 (1131)
>60km/h & <=70km/h	10% (10%)	1150 (937)
>70km/h	4% (3%)	468 (329)



## Analysis by Road Type – 60km/h

## 60km/h Roads Summary

- On 60km/h roads, compliance decreased across all major vehicle types in the 2025 study when compared with the results from 2024.

**Table 8 – Speeding by Vehicle Type**

Vehicle Type	% Speeding (2024)	% Not Speeding (2024)	Sample Size (2024)
Passenger Cars	50% (44%)	50% (56%)	8035 (7798)
LGVs	55% (45%)	45% (55%)	777 (869)
HGVs and Buses	46% (39%)	54% (61%)	235 (423)

- Rates of compliance with the speed limit were higher during the week on this road type. 51% of motorists of all vehicle types drove within the speed limit on 60km/h roads during the week, with this figure falling to 41% at the weekend (Saturday and Sunday).



## Time of day breakdown – 60km/h roads

- Table 9 captures the speeding rates by time of day on 60km/h roads.
- When compared with the results from the 2024 study, compliance rates fell across every 4-hour period across the day in 2025, with the exception of the 8am-12pm time period, which saw the compliance rate increase by 3%.

**Table 9 – Speeding by Time of Day**

Time of day	% Speeding (2024)	% Not Speeding (2024)	Sample Size (2024)
12am-4am	65% (41%)	35% (59%)	254 (340)
4am-8am	64% (42%)	36% (58%)	338 (668)
8am-12pm	53% (56%)	47% (44%)	2990 (2854)
12pm-4pm	48% (28%)	52% (72%)	2515 (1841)
4pm-8pm	43% (39%)	57% (61%)	1382 (1575)
8pm-12am	51% (47%)	49% (53%)	1756 (1877)



## Degree of violation on 60km/h roads

- Table 10 captures the degree of violation on 60km/h roads and it shows that those drivers found to be speeding on these roads did so by a higher margin in 2025 when compared to the 2024 study.
- 31% of motorists exceeded the speed limit by up to 10km/h in 2025, up 4% from 2024.
- 20% exceeded the speed limit by more than 10km/h in 2025, up 3% from 2024.

**Table 10 – Degree of Speeding Violation**

Degree of violation	% (2024)	Sample Size (2024)
Not Speeding	50% (56%)	4575 (5123)
>60km/h & <=65km/h	18% (15%)	1636 (1387)
>65km/h & <=70km/h	13% (12%)	1184 (1061)
>70km/h & <=80km/h	14% (12%)	1267 (1115)
>80km/h	6% (5%)	573 (469)



## Analysis by Road Type – 80km/h

## 80km/h Roads Summary

- On 80km/h roads, 71% of drivers of passenger cars and 72% of drivers of LGVs were found to be driving within the speed limit in 2025. This represents increases of 8% and 9% respectively when compared with the findings from 2024.
- The compliance rate was higher for drivers of HGVs and Buses on this road type, with 91% of observed motorists driving within the speed limit. This represents an increased compliance rate of 6% year-over-year.

**Table 11 – Speeding by Vehicle Type**

Vehicle Type	% Speeding (2024)	% Not Speeding (2024)	Sample Size (2024)
Passenger Cars	29% (37%)	71% (63%)	3309 (3009)
LGVs	28% (37%)	72% (63%)	303 (338)
HGVs and Buses	9% (15%)	91% (85%)	95 (143)

- Rates of compliance with the speed limit were slightly higher at weekends on this road type. 72% of motorists of all vehicle types drove within the speed limit on 80km/h roads during the week, with this figure increasing to 74% at the weekend (Saturday and Sunday).



## Time of day breakdown – 80km/h roads

- Table 12 captures the speeding rates by time of day on 80km/h roads in 2025. Much higher compliance was witnessed across the majority of time periods when compared to the 2024 study.

**Table 12 – Speeding by Time of Day**

Time of day	% Speeding (2024)	% Not Speeding (2024)	Sample Size (2024)
12am-8am	21% (65%)	79% (35%)	221 (214)
8am-12pm	30% (29%)	70% (71%)	1816 (1391)
12pm-4pm	17% (23%)	83% (77%)	447 (432)
4pm-8pm	28% (49%)	72% (51%)	488 (650)
8pm-12am	31% (34%)	69% (66%)	844 (824)



## Degree of violation on 80km/h roads

- Table 13 captures the degree of violation on 80km/h roads.
- 16% of motorists exceeded the speed limit by up to 10km/h in 2025, down 8% from 2024.
- 12% exceeded the speed limit by more than 10km/h in 2025, unchanged from the rate last year.

**Table 13 – Degree of Speeding Violation**

Degree of violation	% (2024)	Sample Size (2024)
Not Speeding	72% (64%)	2751 (2264)
>80km/h & <=85km/h	9% (13%)	343 (446)
>85km/h & <=90km/h	7% (11%)	286 (370)
>90km/h & <=100km/h	8% (9%)	290 (320)
>100km/h	4% (3%)	146 (111)



## Analysis by Road Type – 100km/h

## 100km/h Roads Summary

- On 100km/h roads, 81% of drivers of passenger cars and 76% of drivers of LGVs drove within the speed limit in the 2025 study. The compliance rate improved for both of these vehicle categories when compared with the previous year's results.
- The compliance rate was considerably lower for drivers of HGVs on this road type, with only 22% of observed motorists found to have driven within the speed limit on 100km/h roads, where HGV drivers are required to travel at speeds of no more than 80km/h. This is consistent with a trend that has been observed on 100km/h roads in recent studies.

**Table 14 – Speeding by Vehicle Type**

Vehicle Type	% Speeding (2024)	% Not Speeding (2024)	Sample Size (2024)
Passenger Cars	19% (30%)	81% (70%)	7404 (8179)
LGVs	24% (33%)	76% (67%)	1212 (1383)
HGVs	78% (78%)	22% (22%)	1006 (934)

- Rates of compliance with the speed limit were similar on this road type when comparing weekdays with weekends. 75% of motorists of all vehicle types drove within the speed limit on 100km/h roads during weekdays, with the rate increasing slightly to 76% at weekends.

## Time of day breakdown – 100km/h roads

- Table 15 captures the speeding rates by time of day on 100km/h roads.
- Compliance rates improved across all time periods in 2025 when compared to last year’s study, with the 12am-4am and 12pm-4pm periods showing the highest percentage improvements (+16%).

**Table 15 – Speeding by Time of Day**

Time of day	% Speeding (2024)	% Not Speeding (2024)	Sample Size (2024)
12am-4am	30% (46%)	70% (54%)	254 (250)
4am-8am	43% (48%)	57% (52%)	1096 (1126)
8am-12pm	20% (24%)	80% (76%)	2601 (2488)
12pm-4pm	23% (39%)	77% (61%)	2548 (2898)
4pm-8pm	25% (37%)	75% (63%)	1246 (1856)
8pm-12am	24% (31%)	76% (69%)	2172 (2039)



## Degree of violation on 100km/h roads

- Table 16 captures the degree of violation on 100km/h roads for all vehicles, except for HGVs.
- As can be seen from the data, 81% of motorists (excluding HGV drivers) did not exceed the speed limit in 2025, an improvement of 11% when compared with 2024.
- 15% of motorists exceeded the speed limit by up to 10km/h in 2025, down 6% from 2024.

**Table 16 – Degree of Speeding Violation**

Degree of violation (all vehicles, excluding HGVs)	% (2024)	Sample Size (2024)
Not Speeding	81% (70%)	7211 (6767)
>100km/h & <=110km/h	15% (21%)	1296 (2011)
>110km/h & <=120km/h	3% (7%)	290 (669)
>120km/h	1% (3%)	114 (276)



## Degree of violation on 100km/h roads

- Table 17 captures the degree of violation on 100km/h roads for HGVs.
- 61% of HGV drivers broke the speed limit of 80km/h by up to 10km/h in 2025, up 9% from 2024.
- 17% of HGV drivers broke the speed limit by over 10km/h in 2025, down 9% from 2024.

**Table 17 – Degree of Speeding Violation**

Degree of violation (HGVs)	% (2024)	Sample Size (2024)
Not Speeding	22% (22%)	217 (205)
>80km/h & <=90km/h	61% (52%)	615 (490)
>90km/h	17% (26%)	174 (239)



## Analysis by Road Type – 120km/h

# 120km/h Roads Summary

- On 120km/h roads, 90% of drivers of passenger cars and 86% of drivers of LGVs drove within the speed limit in 2025. This represents increases in compliance of 1% and 2% respectively when compared with the findings from the 2024 study.
- The rate of compliance was much lower for drivers of HGVs. The speed limit for HGVs on this road type is 90km/h. This is consistent with a trend that has been observed on 120km/h roads in recent studies.

**Table 18 – Speeding by Vehicle Type**

Vehicle Type	% Speeding (2024)	% Not Speeding (2024)	Sample Size (2024)
Passenger Cars	10% (11%)	90% (89%)	10305 (10164)
LGVs	14% (16%)	86% (84%)	1994 (2137)
HGVs	38% (35%)	62% (65%)	2216 (2282)

- Rates of compliance with the speed limit showed no difference on this road type when comparing weekdays with weekends. 85% of motorists of all vehicle types drove within the speed limit on 120km/h roads during both periods of the week.



## Time of day breakdown – 120km/h roads

- Table 19 captures the speeding rates by time of day on 120km/h roads.
- Compliance rates were high overall across the different time periods. Improved compliance rates were seen across 4 of the 6 periods in 2025 when compared with the results from the previous year’s study.

**Table 19 – Speeding by Time of Day**

Time of day	% Speeding (2024)	% Not Speeding (2024)	Sample Size (2024)
12am-4am	13% (20%)	87% (80%)	390 (354)
4am-8am	22% (25%)	78% (75%)	1073 (1216)
8am-12pm	19% (18%)	81% (82%)	4248 (4112)
12pm-4pm	12% (16%)	88% (84%)	2388 (2548)
4pm-8pm	12% (11%)	88% (89%)	2271 (2312)
8pm-12am	12% (13%)	88% (87%)	4513 (4290)



## Degree of violation on 120km/h roads

- Table 20 captures the degree of violation on 120km/h roads for all vehicles, except for HGVs and Buses.
- As can be seen from the data, 89% of motorists did not exceed the speed limit in 2025, an improvement of 1% from 2024
- 8% of motorists exceeded the speed limit by up to 10km/h in 2025, down 2% from 2024.
- 3% of motorists exceeded the speed limit by more than 10km/h in 2025, up 1% from 2024.

**Table 20 – Degree of Speeding Violation**

Degree of violation (all vehicles, excluding HGVs and buses)	% (2024)	Sample Size (2024)
Not Speeding	89% (88%)	11144 (10815)
>120km/h & <=130km/h	8% (10%)	1020 (1231)
>130km/h	3% (2%)	315 (281)



## Degree of violation on 120km/h roads cont.

- Table 21 captures the degree of violation on 120km/h roads for drivers of HGVs.
- 30% of HGV drivers broke the speed limit of 90km/h by up to 10km/h in 2025, up 3% from 2024.
- 9% of HGV drivers broke the speed limit of 90km/h by more than 10km/h in 2025, up 1% from 2024.

**Table 21 – Degree of Speeding Violation**

Degree of violation (HGVs)	% (2024)	Sample Size (2024)
Not Speeding	62% (65%)	1380 (1486)
>90km/h & <=100km/h	30% (27%)	654 (623)
>100km/h & <=110km/h	4% (4%)	79 (86)
>110km/h	5% (4%)	103 (87)



## Degree of violation on 120km/h roads cont.

- Table 22 captures the degree of violation on 120km/h roads for drivers of buses.
- 14% of bus drivers broke the speed limit of 100km/h by up to 10km/h in 2025, down 6% from 2024.
- 3% of bus drivers broke the speed limit of 100km/h by more than 10km/h in 2025, unchanged from the previous year.

**Table 22 – Degree of Speeding Violation**

Degree of violation (Buses)	% (2024)	Sample Size (2024)
Not Speeding	83% (77%)	156 (171)
>100km/h & <=110km/h	14% (20%)	27 (45)
>110km/h	3% (3%)	5 (7)



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## Key Results

## Key Results (1/2)

- The rate of compliance with the speed limit on road types with speed limits less than or equal to 60km/h ranged from 50% to 62% in the 2025 study.
- The picture was somewhat mixed on these roads, with an improvement witnessed on 30km/h roads (+16%) and a decline in compliance levels seen on 60km/h roads (-6%). The rate of compliance was unchanged on 50km/h roads.
- The rate of compliance with the speed limit on higher speed roads, with a speed limit greater than or equal to 80km/h, ranged from 72% to 85% in the 2025 study. This represents improved compliance on all of those road types when compared with 2024, with a 10% improvement seen on 100km/h roads.
- Motorways had the highest rate of compliance, with 85% of motorists driving within the posted speed limit on 120km/h roads.
- When comparing compliance rates on weekdays versus weekends in the 2025 study, there were notably higher rates of speeding at the weekend on 50km/h and 60km/h roads. This pattern was also evident in the 2024 study.



## Key Results (2/2)

- On many of the road types surveyed, the highest rates of non-compliance with the speed limit were observed within the 12am-8am time periods. A similar pattern has been observed in recent studies, suggesting that speeding is more prevalent late at night and into the early part of the morning.
- The majority of non-compliant drivers on the various road types were found to have exceeded the speed limit by up to 10km/h. The rates of drivers found to be driving in excess of 10km/h was relatively lower.
- On 100km/h and 120km/h roads, where a different speed limit applies to HGV drivers, this study found a much higher level of non-compliance for drivers of these vehicle types relative to drivers of passenger cars and LGVs.
- E.g., 78% of HGV drivers exceeded the speed limit on 100km/h roads in the 2025 study. This finding is consistent with recent historic results.



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