

# THE ROAD SAFETY AUTHORITY

## Proposed Speeding Penalties Framework

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RSA

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Graduated Speeding Penalties Research  
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# RSA Proposed Speeding Penalties Framework



**Research Background  
& Objectives**



**Speeding**



**Support Toward The  
Framework**



**Anticipated Impact of  
The Framework**



**Summaries & Key  
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# RESEARCH BACKGROUND & OBJECTIVES



# Research Background & Objectives

Ireland is considering a new programme of initiatives to tackle speeding on Irish roads. Among these is a proposed framework of graduated penalties for speeding, where more serious speeding offences result in higher penalties.

This research was designed with the objective of establishing levels of support and the anticipated impact on drivers' behaviour of these graduated penalties for speeding.

The research comprised a nationally representative online survey of 1,040 adults.

Fieldwork quotas and post stratification weighting applied on gender, age and region in line with CSO Census of 2022 and social class in line with AIMRO guidelines.

The quality controls applied to each survey include a series of integrity checks, including time for completion and screening data response patterns. The research was conducted in September 2025.

# Sample Profile

A nationally representative sample of adults living in the Republic of Ireland.

	Total	
<b>Gender</b>	Male	49%
	Female	51%
<b>Age</b>	Under 35 yrs	29%
	35-54 yrs	37%
	55+ yrs	34%
<b>Social Class</b>	ABC1	52%
	C2DE	48%
<b>Region</b>	Dublin	29%
	Leinster	27%
	Munster	27%
	Conn/Ulster	18%
<b>Area</b>	Urban	63%
	Rural	37%

	Total	
<b>Own/access to a motor vehicle</b>	Yes, own & drive	79%
	Yes, have access & drive but do not own	9%
	No	12%

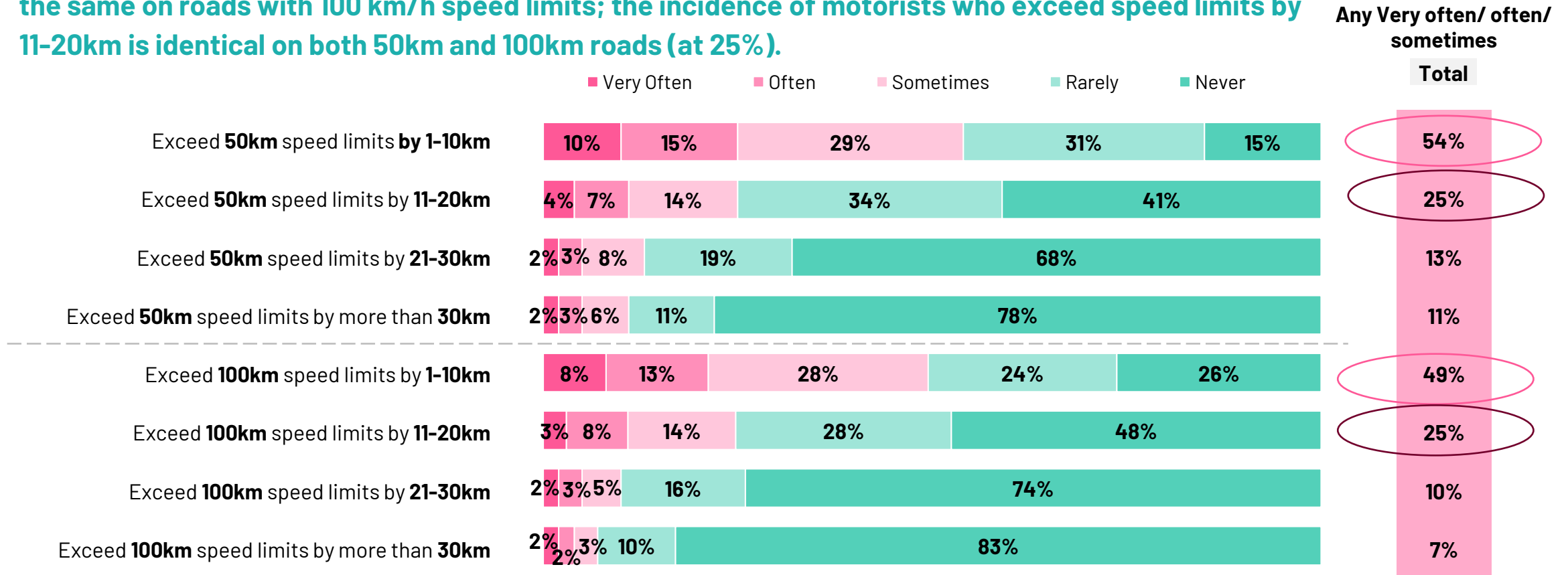
Sample of Analysis  
Base: All Adults N - 1,040

# SPEEDING



# Speeding: 50 Km/h & 100 Km/h Speed Limits

As observed in previous RSA Research, speeding behavior is very similar across different speed limits: 54% of motorists report exceeding a 50 km/h speed limit by up to 10 km/h, with 49% indicating they do the same on roads with 100 km/h speed limits; the incidence of motorists who exceed speed limits by 11-20km is identical on both 50km and 100km roads (at 25%).

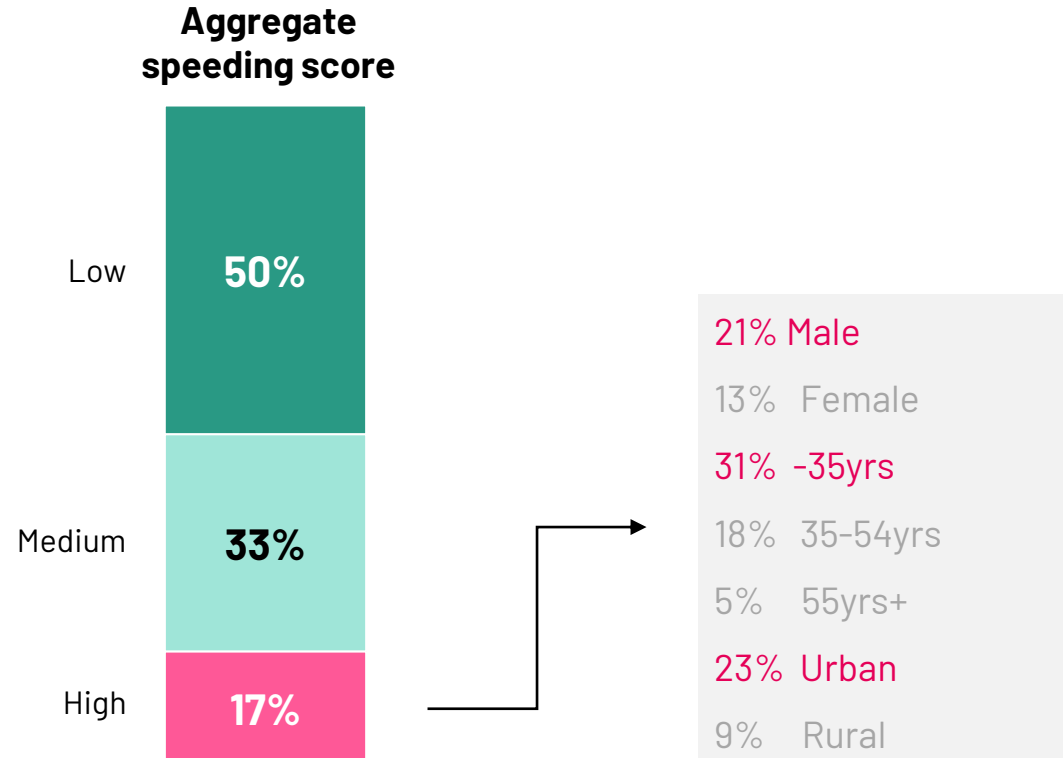


Q.3 How often do you do each of the following activities on a scale of 5 to 1, where 5 is 'Very Often' and 1 is 'Never'?

Base: All Motorists N - 888

# Speeding: 50 Km/h & 100Km/h Speed Limits

When we aggregate the claimed incidences of speeding from the previous chart, 17% of motorists can be classified in the 'High' speeding group; the incidence of this group peaks among males, young adults and urbanites.

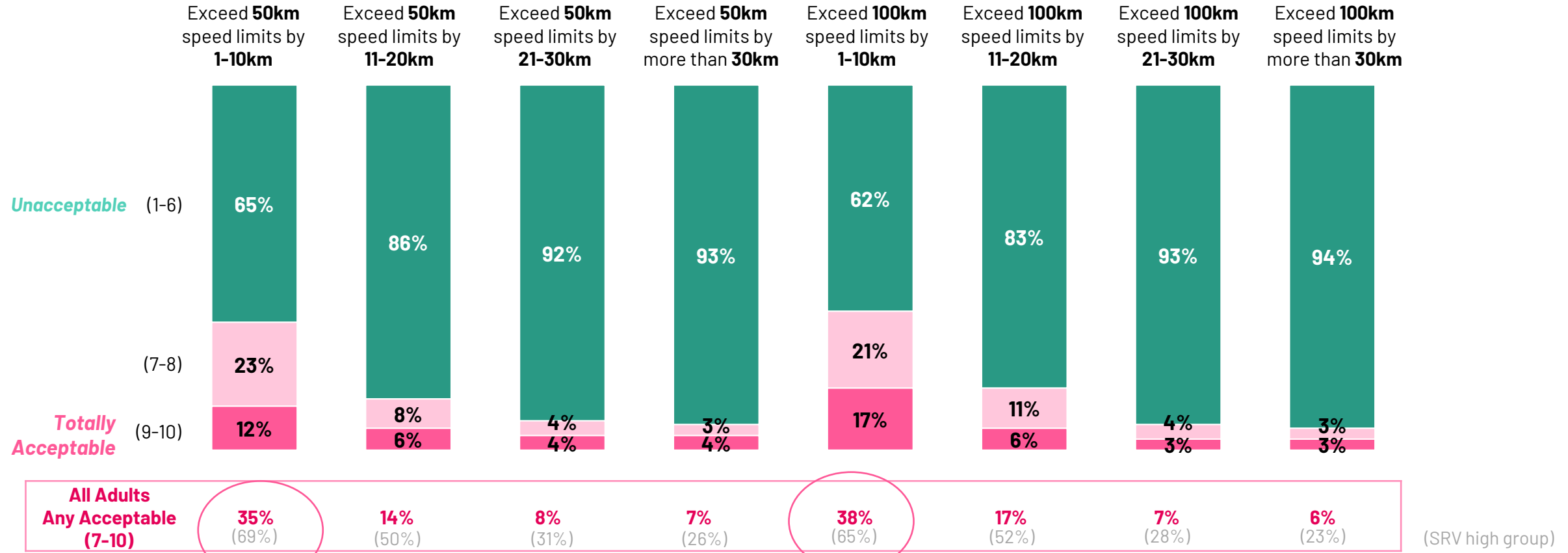


Q.1a How often do you do each of the following activities on a scale of 1 to 5, where 1 is 'Very often' and 5 is 'Never'?

Base: All Motorists N - 888

# Acceptability of Speeding

The levels of perceived speeding 'acceptability' are also similar between 50 and 100 km/h speed limit roads: about 35% of motorists perceive as acceptable exceeding the speed limit by less than 10 km on either road. Acceptability levels are significantly higher among the 'High' speeding group.



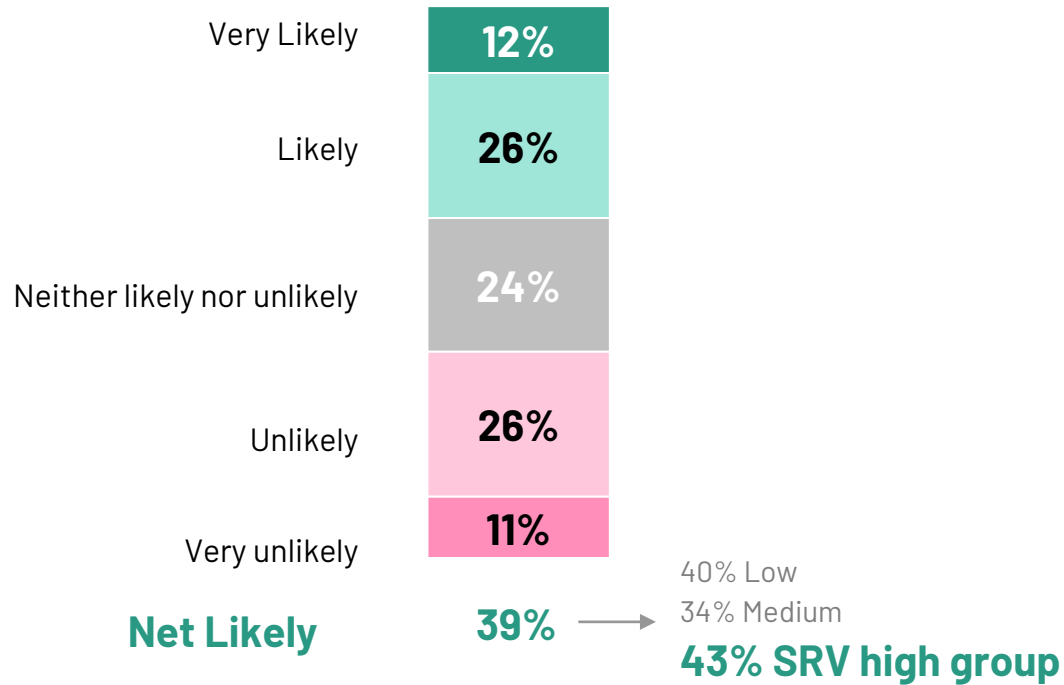
Q.4 Please indicate how acceptable or unacceptable you think it is for drivers to do the following behaviours. A score of 10 means you think the behaviour is totally acceptable and a score of 1 means you think it is totally unacceptable.

Base: All Motorists N – 888

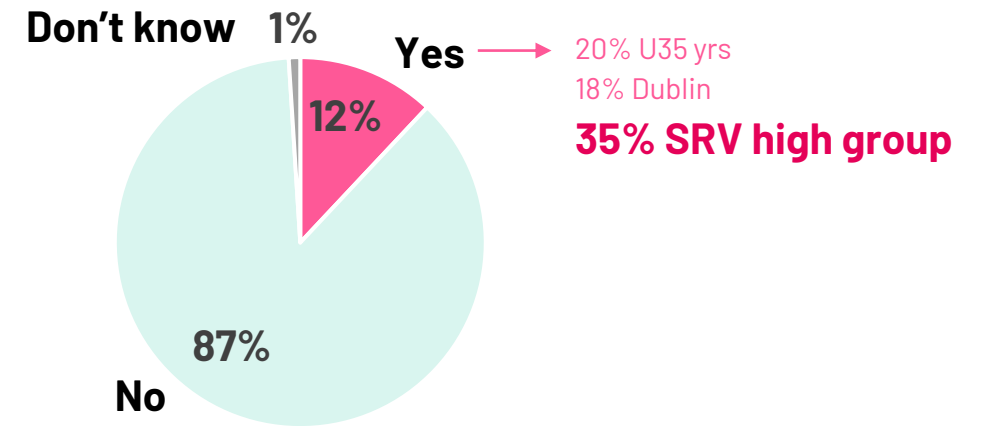
# Speeding: Detection & Penalties

35% of the 'High' Speeding Group have received a speeding fine in the past 3 years (versus 12% all motorists); and 43% of the 'High' Group perceive it 'likely' they will be detected by the Gardaí if driving above the speed limit (versus 39% in total).

Perceived likelihood of **being detected** by the Gardaí if driving above the speed limit



Received **fin**es or **penalty points** for driving over the speed limit  
Past 3 yrs



Q.5 Have you received any fines or penalty points for driving over the speed limit in the last three years?

Q.12 To conclude, if you drive above the speed limit, how likely do you think it is that you would be detected by the Gardaí?

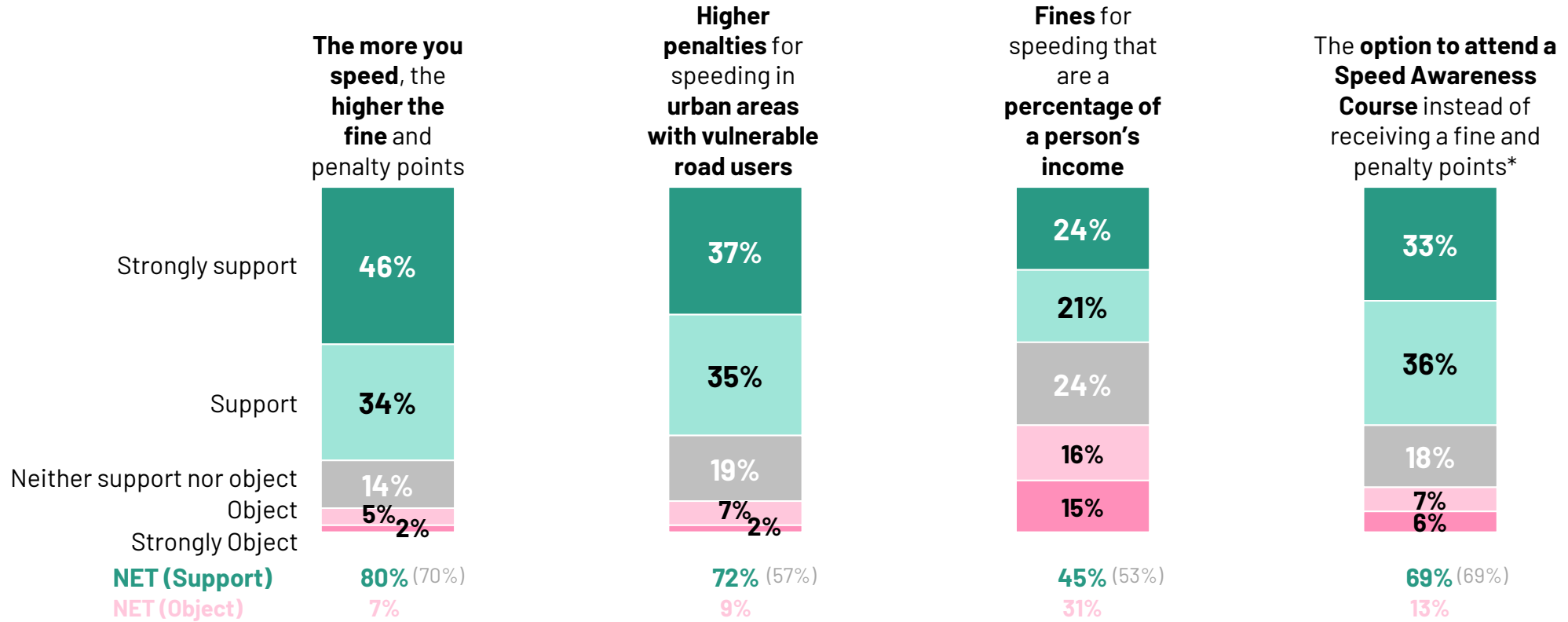
Base: All Motorists N – 888

# SUPPORT FOR PROPOSED FRAMEWORK



# Proposed Framework of Speeding Penalties: Support

Support for the proposed framework is typically positive with high levels of support and low rejection. Support levels are especially strong for fines that are proportionate to the extent of speeding (almost half motorists 'strongly' support this). The exception is 'fines as a percentage of a person's income' where any support drops below 50%.



\*This would not be an option for a more serious speeding offence.

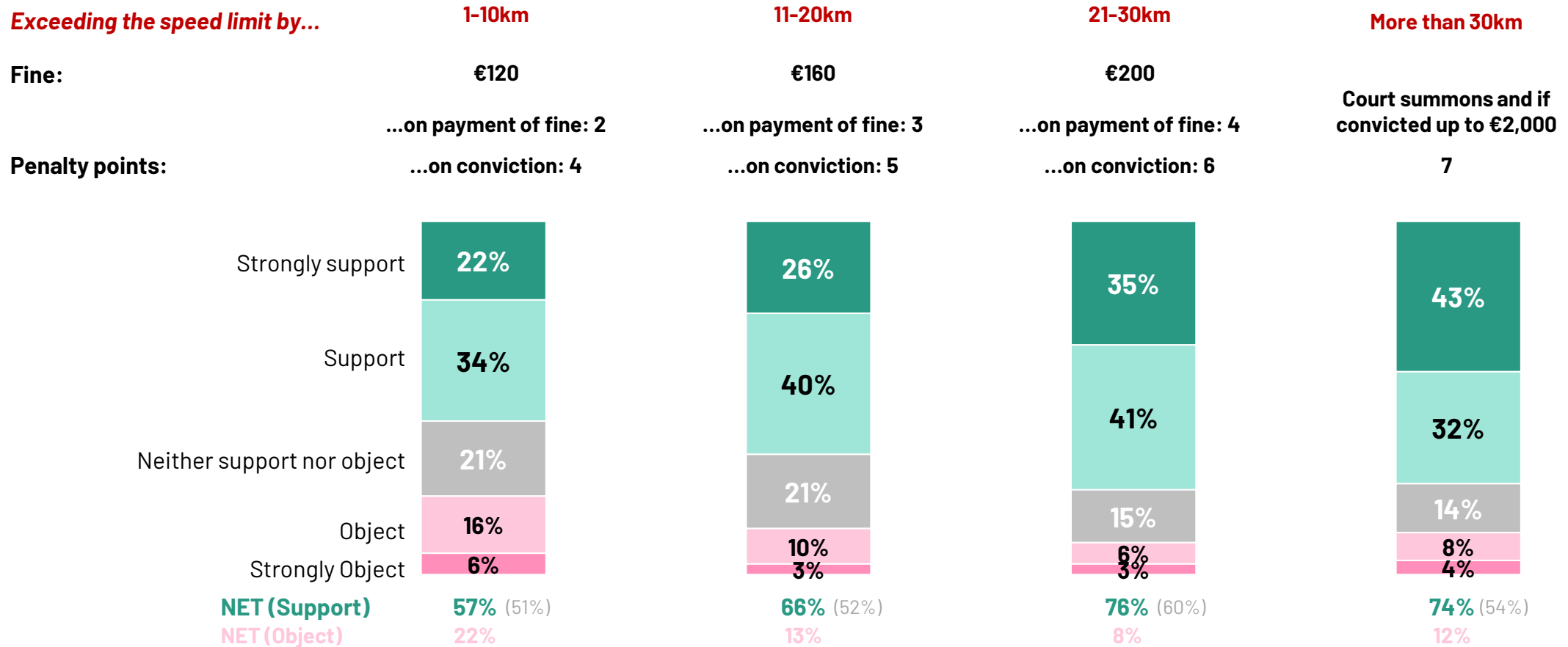
Q.6 The current penalty for speeding in Ireland is a fine of €160 and 3 penalty points, regardless of how much the driver was over the speed limit. Ireland is considering a new graduated framework of penalties for speeding, where more serious speeding offences result in higher penalties.

Please indicate how strongly you support or object to the following being included in the new framework of penalties for speeding on a scale of 5 to 1

Base: All Motorists N – 888

# Penalties by Extent of Speeding: Support

Irish motorists express greater support for stronger penalties for severe speeding - while support is more equivocal for lower speeding offences.



Q.8 One proposal for the new framework of speeding penalties is that this would be based on four levels of speeding. There would be different amounts of penalties (fines and penalty points) for speeding 0-10km above the speed limit, 11-20km above the limit, and 21-30km above the limit. Speeding more than 30km above the limit however, would result in a court appearance, fine of up to €2,000 and 7 penalty points.

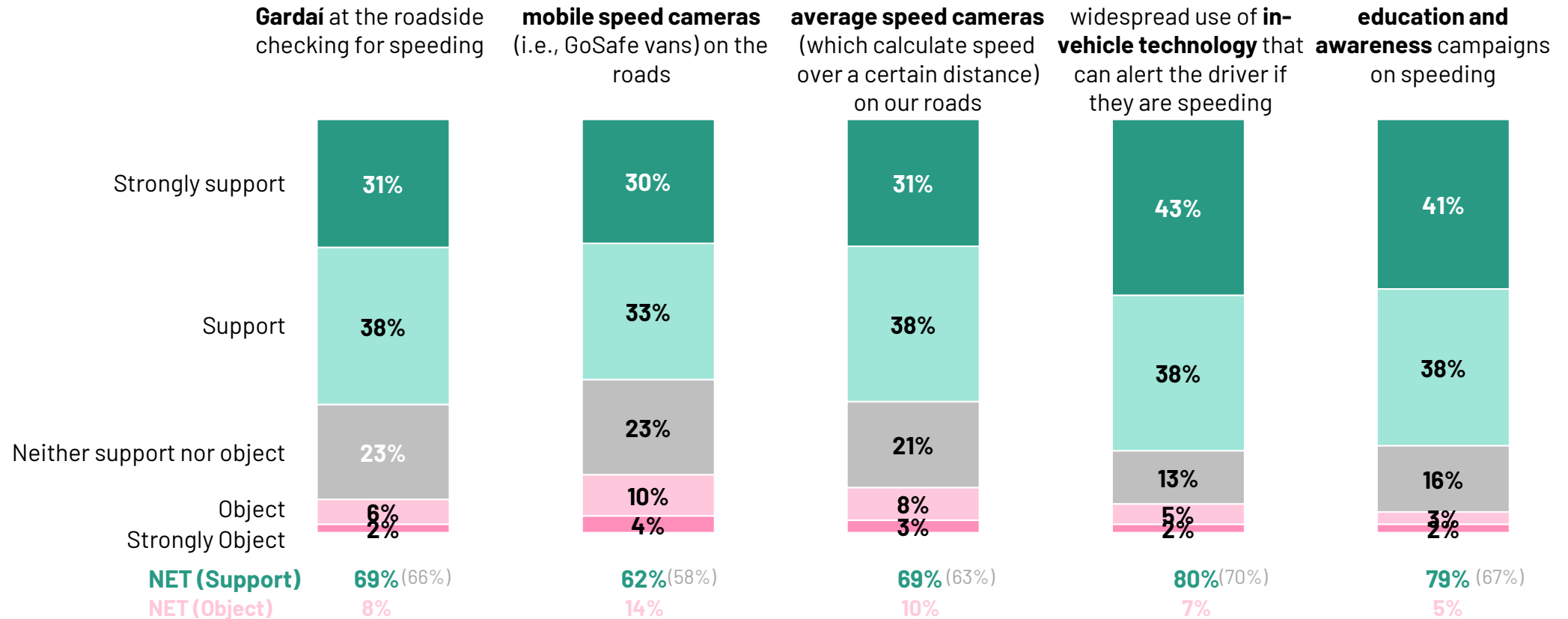
Please indicate how strongly you support or object to the following being included in the new framework of penalties for speeding on a scale of 5 to 1

Base: All Motorists N - 888

# Additional Initiatives: Support

Support levels for 'additional' speeding initiatives are especially strong for the use of in-vehicle technology and education & awareness campaigns with c. 80% of motorists supporting these. Considerable support is also evident for more Garda checks, and mobile and average speed cameras.

Introducing more...



Q.10 Please indicate how strongly you support or object to the following initiatives to reduce speeding on Irish roads on a scale of 5 to 1, where 5 is 'Strongly support' and 1 is 'Object strongly'. Base: All Motorists N - 888

# Support Levels Across Demographic Groups

While support levels are relatively consistent across most socio-demographic groups, older adults are more likely to express support. Not surprisingly, the 'High' speeding group are less likely to support any initiative.

Net Support	Total	Gender		Age			Social Class		Region		Area		SRV Score			
		Male	Female	<35 yrs	35-54 yrs	55+ yrs	ABC1	C2DE	Dublin	Outside Dublin	Urban	Rural	Low	Medium	High	
Base	888	453	435	272	336	280	534	354	269	619	606	282	441	282	165	
<b>Proposed Framework</b>																
The <b>more you speed</b> , the higher the fine and penalty points	80%	80%	79%	74%	80%	84%	80%	79%	80%	79%	81%	78%	83%	78%	70%	
Higher penalties for speeding in <b>urban areas</b> with vulnerable road users	72%	72%	72%	63%	75%	76%	74%	70%	71%	72%	73%	71%	80%	68%	57%	
Fines for speeding that are a percentage of a <b>person's income</b>	45%	50%	41%	53%	45%	40%	46%	45%	50%	44%	48%	42%	46%	40%	53%	
The option to attend a <b>Speed Awareness Course</b> instead of receiving a fine and penalty points	69%	72%	66%	65%	69%	72%	70%	69%	71%	68%	70%	67%	71%	67%	69%	
<b>Penalties by Severity of Speeding*</b>																
0-10km	57%	58%	56%	53%	58%	58%	57%	56%	58%	56%	57%	56%	63%	50%	51%	
11-20km	66%	66%	67%	64%	65%	69%	67%	65%	67%	66%	66%	67%	74%	62%	52%	
21-30km	76%	74%	78%	72%	76%	80%	75%	78%	78%	76%	77%	76%	83%	74%	60%	
More than 30km	74%	72%	77%	68%	73%	81%	73%	76%	76%	74%	74%	75%	83%	72%	54%	
<b>Additional Initiatives (More)</b>																
<b>Gardaí</b> at the roadside checking for speeding	69%	69%	69%	65%	67%	75%	66%	72%	70%	69%	68%	70%	74%	64%	66%	
<b>Mobile speed cameras</b> on the roads	62%	58%	66%	60%	58%	69%	59%	66%	70%	59%	64%	60%	66%	58%	58%	
<b>Average speed cameras</b> on our roads	69%	68%	70%	67%	67%	73%	69%	69%	71%	68%	69%	68%	74%	64%	63%	
Use of <b>in-vehicle technology</b> that can alert the driver if they are speeding	80%	79%	82%	68%	82%	88%	82%	78%	83%	79%	79%	82%	84%	79%	70%	
<b>Education and awareness</b> campaigns on speeding	79%	76%	82%	70%	80%	86%	81%	77%	82%	78%	80%	77%	83%	79%	67%	

Q.6 / Q.8 / Q.10

Base: All Motorists N - 888

	Significantly High
	Significantly Low

\*Exceeding the speed limit by...

	1-10km	11-20km	21-30km
Fine:	€120	€160	€200
Penalty points:	2	3	4
...on payment of fine:	2	3	4
...on conviction:	4	5	6

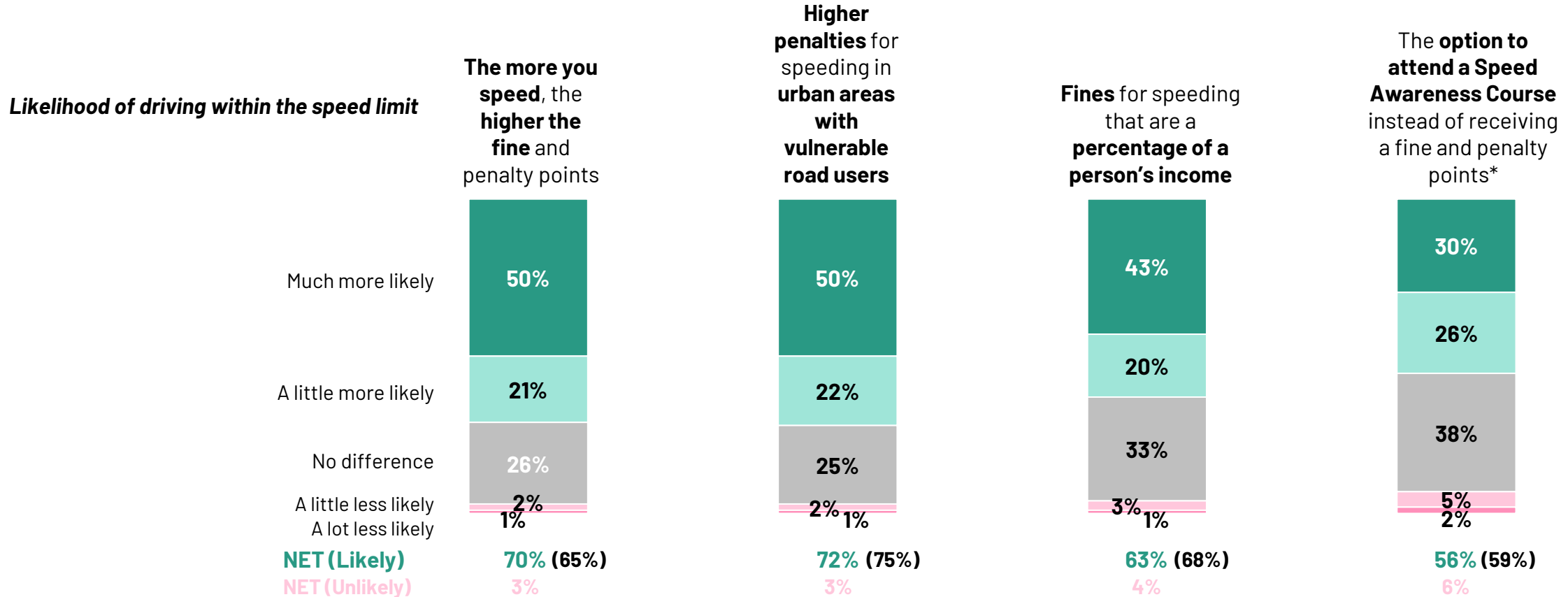
More than 30km Court summons and if convicted up to €2,000

# ANTICIPATED IMPACT OF PROPOSED FRAMEWORK



# Proposed Framework of Speeding Penalties: Impact

The anticipated impact of fines that are proportionate to the extent of speeding and for those focused on urban areas/VRUs is especially encouraging: c. 70% of motorists anticipate these will make them 'more likely' to drive within the speed limit. Importantly, the likely positive impact of the penalties is typically even higher among the 'High' speeding group.



Q.7 If the following were included in the new framework of penalties for speeding, how do you think each of these would affect **your driving behaviour**?

Base: All Motorists N – 888

# Penalties by Extent of Speeding: Impact

The anticipated impact of the new framework is impressive with c. 70% of motorists reporting the penalties will make them 'more likely' to drive within speed limits. This anticipated impact is similarly positive among the High speeding group.

Exceeding the speed limit by...

1-10km

11-20km

21-30km

More than 30km

Fine:

€120

€160

€200

...on payment of fine: 2

...on payment of fine: 3

...on payment of fine: 4

Court summons and if convicted up to €2,000

Penalty points:

...on conviction: 4

...on conviction: 5

...on conviction: 6

7

Likelihood of driving within the speed limit

Much more likely

39%

49%

55%

60%

A little more likely

27%

21%

16%

12%

No difference

31%

28%

27%

25%

A little less likely

3%

2%

2%

3%

A lot less likely

1%

0%

1%

1%

NET (Likely)

66% (63%)

70% (64%)

71% (69%)

72% (73%)

NET (Unlikely)

3%

2%

2%

4%

Q.9 If the following were included in the new framework of penalties for speeding, how do you think each of these would affect **your driving behaviour**?

Base: All Motorists N – 888

# Additional Initiatives: Impact

Anticipated impact of other initiatives is also positive with again c. 70% of motorists reporting these will make them 'more likely' to drive within the speed limit. Again, very positive is the similar anticipated impact among the High speeding group.

Introducing more...

**Gardaí at the roadside**  
checking for speeding

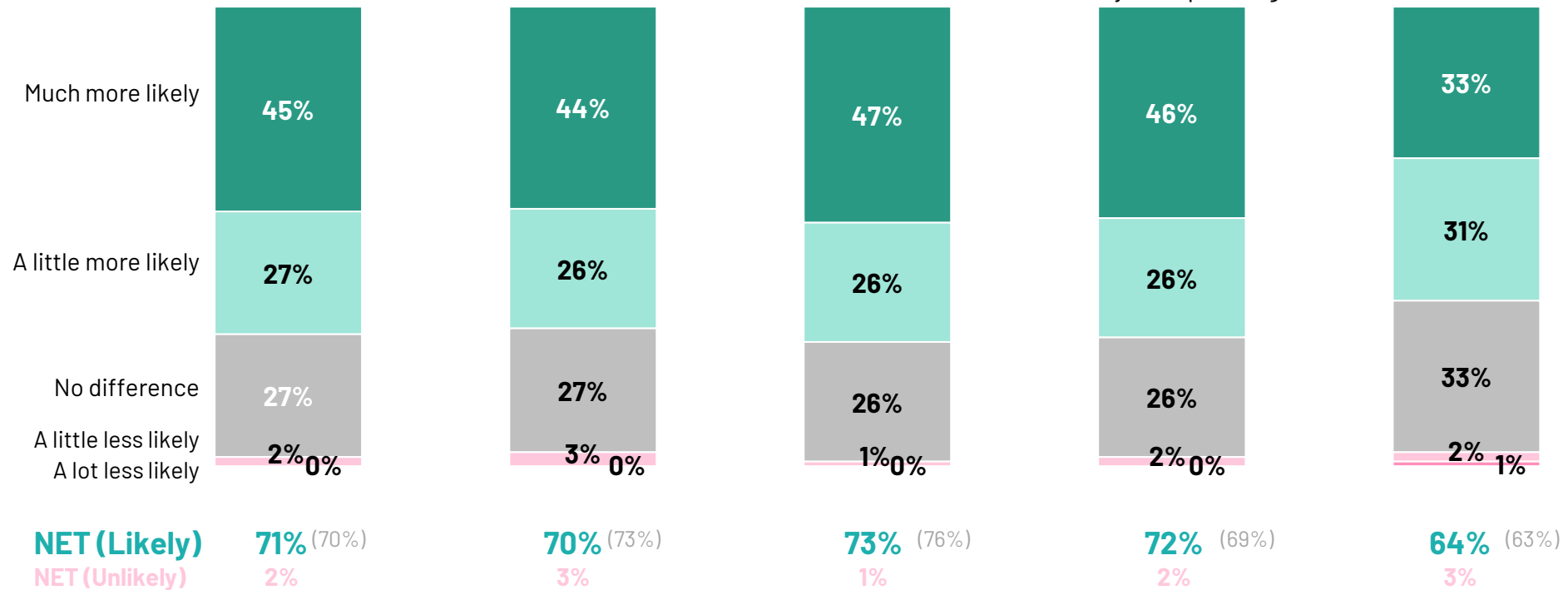
**Mobile speed cameras**  
(i.e., GoSafe vans) on the  
roads

**Average speed cameras**  
(which calculate speed  
over a certain distance)  
on our roads

Widespread use of **in-  
vehicle technology** that  
can alert the driver if  
they are speeding

**Education and  
awareness** campaigns  
on speeding

Likelihood of driving within the speed limit



Q.11 If the following initiatives were implemented, how do you think each of these would affect **your driving behaviour**?

Base: All Motorists N – 888

# Anticipated Impact Across Demographic Groups

Encouragingly, the anticipated impact across all initiatives is similar across demographic groups, as well as the 'High' speeding group.

NET Impact	Total	Gender		Age			Social Class		Region		Area		SRV Score		
		Male	Female	<35 yrs	35-54 yrs	55+ yrs	ABC1	C2DE	Dublin	Outside Dublin	Urban	Rural	Low	Medium	High
Base	888	453	435	272	336	280	534	354	269	619	606	282	441	282	165
<b>Proposed Framework</b>															
The <b>more you speed</b> , the higher the fine and penalty points	70%	72%	69%	69%	70%	72%	73%	67%	72%	70%	71%	69%	70%	74%	65%
Higher penalties for speeding in <b>urban areas</b> with vulnerable road users	72%	71%	73%	72%	72%	72%	74%	69%	75%	71%	73%	70%	70%	73%	75%
Fines for speeding that are a percentage of a <b>person's income</b>	63%	65%	61%	63%	66%	61%	67%	59%	66%	62%	64%	62%	61%	64%	68%
The option to attend a <b>Speed Awareness Course</b> instead of receiving a fine and penalty points	56%	58%	54%	56%	55%	56%	55%	57%	59%	55%	57%	53%	54%	56%	59%
<b>Penalties by Severity of Speeding*</b>															
0-10km	66%	66%	65%	66%	66%	65%	69%	61%	68%	65%	66%	65%	68%	64%	63%
11-20km	70%	69%	70%	67%	70%	71%	72%	67%	70%	69%	69%	71%	69%	74%	64%
21-30km	71%	71%	71%	71%	72%	71%	74%	68%	71%	71%	71%	72%	69%	76%	69%
More than 30km	72%	71%	72%	71%	72%	72%	74%	70%	75%	71%	72%	71%	68%	77%	73%
<b>Additional Initiatives (More)</b>															
<b>Gardai at the roadside</b> checking for speeding	71%	71%	71%	69%	74%	70%	74%	69%	73%	71%	72%	71%	69%	75%	70%
<b>Mobile speed</b> cameras on the roads	70%	70%	71%	69%	73%	69%	71%	70%	73%	69%	72%	68%	68%	73%	73%
<b>Average speed</b> cameras on our roads	73%	72%	73%	73%	74%	70%	75%	70%	72%	73%	74%	71%	69%	76%	76%
Use of <b>in-vehicle technology</b> that can alert the driver if they are speeding	72%	69%	75%	69%	72%	74%	76%	67%	75%	71%	72%	72%	72%	73%	69%
<b>Education and awareness</b> campaigns on speeding	64%	63%	65%	60%	65%	65%	66%	61%	64%	64%	64%	64%	65%	63%	63%

Q.7 / Q.9 / Q.11

Base: All Motorists N - 888

	Significantly High
	Significantly Low

	*Exceeding the speed limit by...	1-10km	11-20km	21-30km	More than 30km
	Fine:	€120	€160	€200	Court summons and if convicted up to €2,000
20	Penalty points:	...on payment of fine: 2	...on payment of fine: 3	...on payment of fine: 4	
		...on conviction: 4	...on conviction: 5	...on conviction: 6	

More than 30km Court summons and if convicted up to €2,000



# KEY LEARNINGS



# Summary: Support & Impact

Albeit at different levels –on balance– Irish drivers support the proposed framework and initiatives aimed at reducing speeding on Irish roads. It is very encouraging that even if the High speeding group are less likely to express support, they are similarly likely to anticipate a positive impact on their driving behavior as any other motorists.

	Proposed Framework					Penalties by Extent of Speeding			
	Exceeding the speed limit by								
	The more you speed, the higher the fine and penalty points	Higher penalties for speeding in urban areas with vulnerable road users	Fines for speeding that are a percentage of a person's income	The option to attend a Speed Awareness Course instead of receiving a fine and penalty points		1-10km	11-20km	21-30km	more than 30km
Base	888	888	888	888	Base	888	888	888	888
<b>Support (NET)</b>	<b>80%</b> (70%)	<b>72%</b> (57%)	45% (53%)	69% (69%)	<b>Support (NET)</b>	57% (51%)	66% (52%)	<b>76%</b> (60%)	<b>74%</b> (54%)
<b>Impact (NET Likely)</b>	70% (65%)	72% (75%)	63% (68%)	56% (59%)	<b>Impact (NET Likely)</b>	66% (63%)	70% (64%)	71% (69%)	72% (73%)

	Additional Initiatives				
	More				
	Gardaí at the roadside checking for speeding	Mobile speed cameras on the roads	Average speed cameras on our roads	Use of in-vehicle technology that can alert the driver if they are speeding	Education and awareness campaigns on speeding
Base	888	888	888	888	888
<b>Support (NET)</b>	69% (66%)	62% (58%)	69% (63%)	<b>80%</b> (70%)	<b>79%</b> (67%)
<b>Impact (NET Likely)</b>	71% (70%)	70% (73%)	73% (76%)	72% (69%)	64% (63%)

# Proposed Speeding Penalties Framework



Public support is not uniform; it grows significantly with the severity of the speeding offense. This provides a clear mandate to focus on harsher penalties for the most dangerous high-end speeding, reflecting a public consensus that the punishment should fit the severity of the risk.



The "High" speeding group, while least supportive of new penalties, still anticipates these measures will positively change their behaviour. This crucial insight suggests that even the most resistant drivers believe the proposed framework will be an effective personal deterrent, boosting its potential for success.



While drivers endorse the principle of graduated fines, the strong opposition to income-based penalties reveals a clear boundary. The public prefers a universal system where the offense dictates the penalty, suggesting that fairness is viewed as equal punishment, not financially-scaled punishment.



A majority of drivers admit to low-level speeding while simultaneously supporting stricter penalties. This suggests drivers are open to external controls to help regulate their own acknowledged non-compliant behaviour, creating a receptive environment for these new measures.



Support for non-punitive measures like in-vehicle speed alerts and awareness campaigns is exceptionally high, at around 80%. This indicates a strong public appetite for preventative tools that assist drivers in complying, suggesting a combined strategy of enforcement and support will be most effective.



Fewer than half of all drivers believe it is likely they will be detected for speeding. This low perception of risk is a fundamental barrier. It underscores that the success of any new penalty structure is critically dependent on increasing enforcement visibility.

# THANK YOU