Township Entry Treatment (TET)

What is a TET?
A TET is a speed management treatment that involves the installation of signage and pavement marking at the entry point to a town, where the speed limit transitions from a high speed rural environment to a lower speed environment that coincides with entering a town.

Timeframe
A TET involves the installation of:
- special speed limit signs that also show the name of the town on both sides of the road
- narrowed lane widths to further encourage slower speeds
- red pavement surface treatment in both traffic lanes
- painted road shoulder markings and painted medians for wider road widths
- retro-reflective raised pavement markers

Where have TETs been used before?
TETs have been used extensively in many other jurisdictions, including New Zealand and the United Kingdom. They have been found to be effective in reducing both vehicle speeds and the number and severity of road crashes. An Austroads evaluation of more than 100 treated sites in New Zealand estimated an average reduction in crash rates of 26%.

Have TETs been used anywhere in Queensland?
A pilot study was conducted at six towns (Gatton, Eidsvold, Gayndah, Walkerston, Wamuran and Ningi) in Queensland during 2015–16. Currently there are more than 20 towns that have TETs installed.

How are towns selected for a TET?
A number of important factors are taken into account when selecting towns to be considered to receive a treatment through the TET program, such as crash data analysis, the town being located on a state controlled road and the town having a speed limit transition of at least 20km/h.

Who can install the TET?
The Department of Transport and Main Roads (TMR) is responsible for the installation of the TET on state-controlled roads. The department is responsible for ensuring the TET meets all the technical criteria, verifying the scope of works, assessing the condition of the section of road, estimating costs and developing the installation timeframe.

What is the approximate cost of a TET?
Each TET site is different, however on average a site costs approximately $45,000. Most towns will have at least two TET sites and some towns will have more depending on the number of state-controlled roads entering the town.

Will TETs be installed at towns located on local government roads?
The decision to install a TET is the responsibility of the road authority. In the case of towns located on local government roads, the decision whether to fund and install the TET falls under the jurisdiction of the local government authority.

To assist road authorities manage the road environment, TMR has developed the Manual of Uniform Traffic Control Devices and a series of Technical Notes. Technical Note 170 outlines the conditions for the application of TETs.