

Questions taken on notice and further information agreed to be supplied at the hearings.

Committee:	Public Accounts and Estimates Committee
Inquiry:	2026-27 Budget Estimates
Hearing date:	20 May 2026
Witness:	Ros Spence MP
Committee Member:	Jade Benham
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Question:

Jade Benham - Sure. For those sections that might be under plans, how long are some of these sections? What is the longest section that might be under a plan?

Jeroen Weimar - I do not have that information to hand, but they can be anything from a few tens of metres to maybe one or two –

Jade Benham - It would be data that the department would keep, though, wouldn't it?

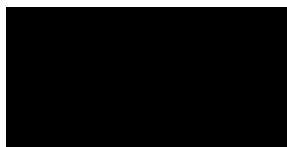
Jeroen Weimar - This will be data we will have in the department somewhere, absolutely.

Jade Benham - Would you provide that to the committee?

Jeroen Weimar - I can certainly go and have a look and see what I can find.

Answer:

Length of Pavement in Poor Condition (PIPC) varies from site to site. The Department can confirm that Pavement in Poor Condition (PIPC) constitutes 1.4% of the road network.



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Minister for Roads and Road Safety

29/5/26

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Question:

Jade Benham - Great, thank you. Has the new iPAVE report undertaken by the National Transport Research Organisation assessing the state of our roads been undertaken in 2025–26, and if so, how much of the network is rated good, very good, poor or very poor? And can a summary or a report be provided to the committee?

Jeroen Weimar - I am not personally familiar with that work. I might ask Mr Maguire to see whether he has got any information on the NTRO work. Thank you.

Adam Maguire - Yes, sure. Thank you, Secretary. I just want to acknowledge road safety week as well. We do work closely with the NTRO to undertake pavement assessment testing. Like most jurisdictions across Australia, we do that on a regular basis. I understand the most recent run has been completed, but we are waiting on the report and the advice from the NTRO on the current condition.

Jade Benham - Okay. Is that something that will be made public?

Adam Maguire - We have not historically made the NTRO reports public, to my knowledge, but I can check.

Jade Benham - Is it something you can provide to the committee?

Adam Maguire - I can check that.

Answer:

The raw data provided by the National Transport Research Organisation (NTRO) is not publicly released as it is collected for specific operational and asset management purposes by DTP.



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Question:

Jade Benham - You had the breakdown before of the road maintenance, so what percentage was graffiti removal?

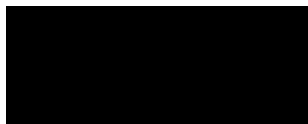
Jeroen Weimar - I did. That will be sitting within the 32 per cent that we spend on emergency management, routine maintenance and various other things.

Jade Benham - Are those breakdowns something that you can provide to the committee?

Jeroen Weimar - I can certainly see what I can find.

Answer:

\$3.1 million has been spent on graffiti removal in the 2025-26 financial year as of 20 May 2026.



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Question:

Jade Benham - Great, thank you so much. I now want to circle back to property damage. Of those 592 claims, how many are still active at the moment and have not been determined?

Jeroen Weimar - Those 592 claims are the ones that we have received and assessed this year.

Jade Benham - Okay. So they have all been assessed. How many are active at the moment?

Jeroen Weimar - I do not have that data in front of me, but I am aware this is the number that we have closed down so far this year. Obviously we are still in the year, so we will continue to see some claims coming in, I am sure.

Jade Benham - Yes. But you do not have the data to hand of how many there are active at the moment?

Jeroen Weimar - No, I do not know.

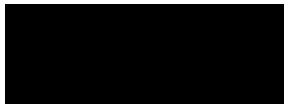
Jade Benham - Is that something you could provide to the committee?

Jeroen Weimar - I can see what we can find.

Answer:

84 property damage claims received this year are under investigation as of 26 May 2026.

All claims are assessed in accordance with our inspection, maintenance, and repair standards set in the Road Management Plan and rules outlined in the *Road Management Act 2004*. These standards are intended to ensure that the Department of Transport and Planning, as the road authority, is meeting its obligations to the Victorian community to provide a road network that is safe for travel.



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Committee Member:	Aiv Puglielli
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Question:

Aiv Puglielli - Okay. Thank you. I will move on to another roundabout. This one is more local to me. Nillumbik Shire Council is urging immediate action following the Greensborough Bypass–Diamond Creek Road roundabout being named Melbourne’s most dangerous intersection after thousands of road users took part in an RACV survey identifying the most hazardous roundabouts from across the state. This particular intersection received the highest number of votes, representing a longstanding safety concern that has been held in the local community. Can I ask: has the government identified that site as a priority site for road safety improvements, and what work is happening there?

Ros Spence - That is another one I am familiar with, having grown up out that way. That roundabout has been the bane of people’s existence for quite a while, so thank you for raising it. I will get Ms Adamson to speak in greater detail about this one.

Fiona Adamson - Can I just check which one it is again?

Aiv Puglielli - It is the Greensborough Bypass–Diamond Creek Road roundabout.

Fiona Adamson - Right. I might need to take that one on notice, actually.

Answer:

The Department of Transport and Planning (DTP) previously delivered improvements at this location to help raise awareness to motorists of the presence of pedestrians.

Pedestrian warning signs on Diamond Creek Road (just north of Civic Drive and south of Greensborough Bypass) were installed to help raise motorist awareness of the potential presence of pedestrians crossing the road near bus stops. 'Dragon teeth'-shaped pavement markings and supplementary 'SLOW DOWN' markings within each traffic lane on Diamond Creek (south of Greensborough Bypass) and on Civic Drive (north of Greensborough Bypass) were installed to help encourage slower vehicle travel speeds.

An outcome of the North East Link Environment Effect Statement (EES) process requires further traffic monitoring following the completion of the project to inform the need for other future works including at this location. As part of this process, feedback received will be considered as part of DTP's management of Victoria's road network.



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