

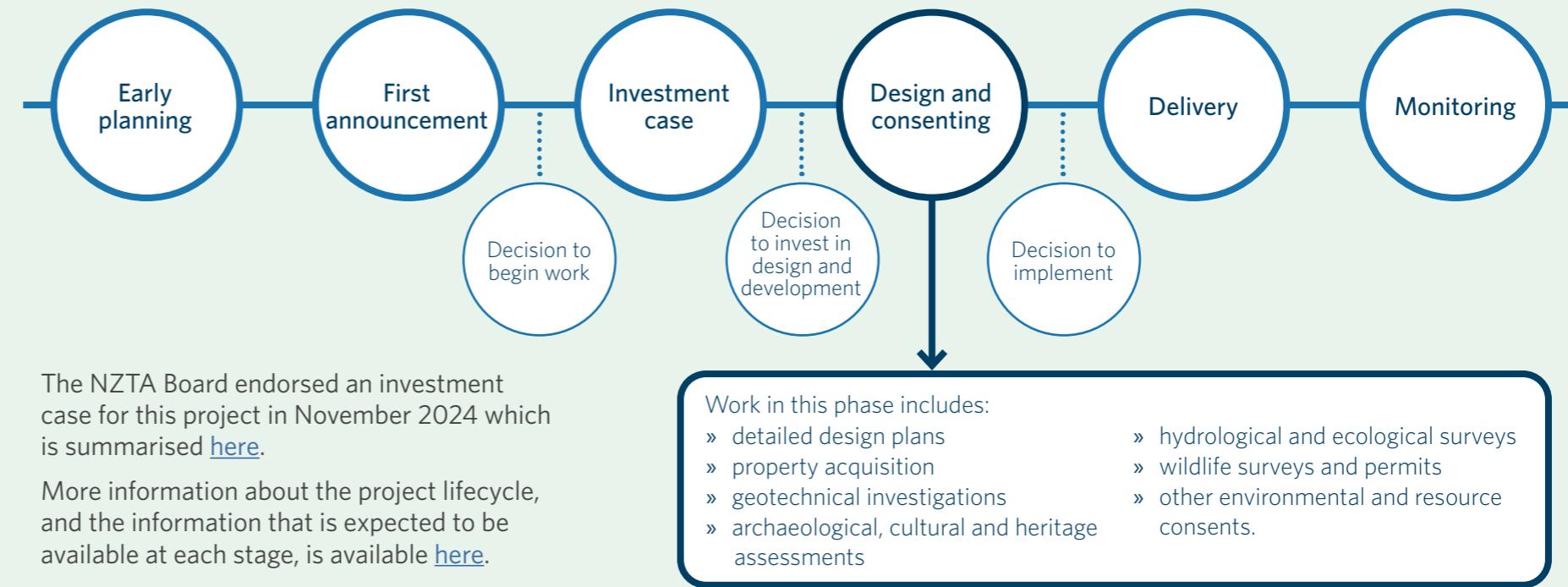
Project overview

Work on the Belfast to Pegasus project has been ongoing since 2005. It is now part of the government's Roads of National Significance programme, and included in the [Government Policy Statement on land transport 2024](#).

The full name of this project is the Belfast to Pegasus Motorway and Woodend Bypass. The aim of the project is to provide an efficient and reliable state highway connection between Belfast and Pegasus, with less traffic passing through Woodend township. The benefits will be:

- » improved travel times and reliability, boosting economic growth in the region
- » reduced congestion in Woodend and better access to new residential areas
- » a safer state highway corridor
- » reduced delays on side roads, with better connections to Pegasus, Ravenswood and Woodend
- » less traffic in Woodend, creating a more vibrant town centre
- » less traffic on local roads, making it safer and easier for the community to get around.

Project lifecycle — where we're at



Announcements to date

- » February 2013 — the [preferred long-term solution](#) for Woodend
- » January 2014 — the [Notice of Requirement for the route designation](#)
- » June 2024 — B2P was included in the [Government Policy Statement on land transport 2024](#)
- » November 2024 — the [funding for detailed design and early works](#)
- » May 2025 — [geotechnical work](#) starts
- » August 2025 — [tolling consultation](#) announced.

More information on the project can be found [here](#).

Next steps

We plan to complete detailed design, statutory approvals, and property acquisition in 2026. Funding has been confirmed for construction of an Early Works Package, which is scheduled to begin in early 2026.

This project is expected to be consented through the fast-track consenting process.

We keep this report updated with the latest information as the project evolves. This report was last updated in November 2025.

Cost information

The investment envelope for this project is \$0.8-1.0 billion. This is the indicative range to design, consent and construct the project.

We expect the investment envelope to narrow as work is undertaken to increase cost certainty. Work includes detailed design, site investigations, environmental, archaeological and cultural assessments, consents, approvals and the tendering process.

Funding

The funding source for work to develop this project is the National Land Transport Fund. Funding of about \$105 million has been approved for detailed design, early works and property acquisition. Timing and funding for project delivery is yet to be confirmed.

The investment case work explored the suitability of a range of alternative funding options such as tolling, Infrastructure Funding and Financing levy, development contributions and co-investment from key stakeholders (such as councils). Consultation on tolling has been completed but a decision on whether to toll the route is yet to be made.

Potential cost risks and opportunities

Key factors that may cause cost information for this project to change are:

- » finance and tolling strategy
- » design changes
- » changes to the current designation
- » consenting and permissions (eg, in relation to freshwater, noise, wildlife)
- » ground conditions – as revealed by geotechnical investigations
- » archaeological issues.