

**Mersey Gateway Bridge Inquiry****Supplementary Proof of Evidence by****Alan Wenban-Smith on behalf of The Alliance****Reference paragraphs 3.18-3.22 of original Proof**

Data recently made available by the project promoters (Table 1) demonstrates that most of the benefits (and tolls) relate to the period after 2030 – and almost all (98%) of the net benefits. Not only are these figures entirely dependent on assumptions about events that are not modelled, but also the level at 2030 itself is well into the period in which a non-LUTI transport model may be expected to have declining power to represent outcomes. This reinforces the points made in my original proof (3.18-22), and further underlines the inadequacies of the sensitivity testing undertaken (3.23-28).

**Table 1: MGB flow of benefits and tolls 2015-2074**

<b>Year</b>	<b>Time</b>	<b>VOC</b>	<b>Tolls</b>	<b>Net benefits</b>
2015	10825	4640	-20017	-4552
2016	11294	4523	-19618	-3801
2017	11743	4407	-19224	-3074
2018	12173	4294	-18834	-2367
2019	12584	4183	-18448	-1681
2020	12977	4074	-18067	-1016
2021	13353	3974	-17690	-363
2022	13663	3878	-17319	222
2023	13955	3782	-16952	785
2024	14229	3689	-16590	1328
2025	14486	3597	-16233	1850
2026	14725	3509	-15882	2352
2027	14949	3422	-15535	2836
2028	15157	3338	-15194	3301
2029	15349	3254	-14859	3744
2030	15528	3174	-14528	4174
<b>Total (2015-74)</b>	<b>710910</b>	<b>136720</b>	<b>-618237</b>	<b>229393</b>
Modelled (2015-30)	216990	61738	-274990	3738
Unmodelled (2030-74)	493920	74982	-343247	225655
<b>% of total unmodelled</b>	<b>69</b>	<b>55</b>	<b>56</b>	<b>98</b>

