

Introduction

ECONOMIC BENEFITS OF INLAND MARINAS IN THE UK





OVERVIEW

The British Marine Federation (BMF) has undertaken a study of the economic benefits of inland marinas in the UK. British Waterways (BW) and the Environment Agency (EA) were partners in the study, with additional support provided by the Broads Authority (BA) and The Yacht Harbour Association (TYHA).

The report presents a national assessment of the economic significance and impacts of inland marinas in the UK. A series of 16 more detailed case studies, based on primary research, provide contributions to the local economy.

The comprehensive report of over 100 pages is essential reading for planners and decision makers as well as those considering investing in this sector.

There are at least 227 UK inland marinas in total accounting for 27,700 offline berths. The revenue of the core operation of inland marinas is worth over £47 million and employs almost 900 people. The Gross Value Added (GVA) for this marina activity is £23 million. However, the provision of berths further supports associated businesses on-site such as boatyards, boat hire, brokerage and dealers, and restaurants/pubs.

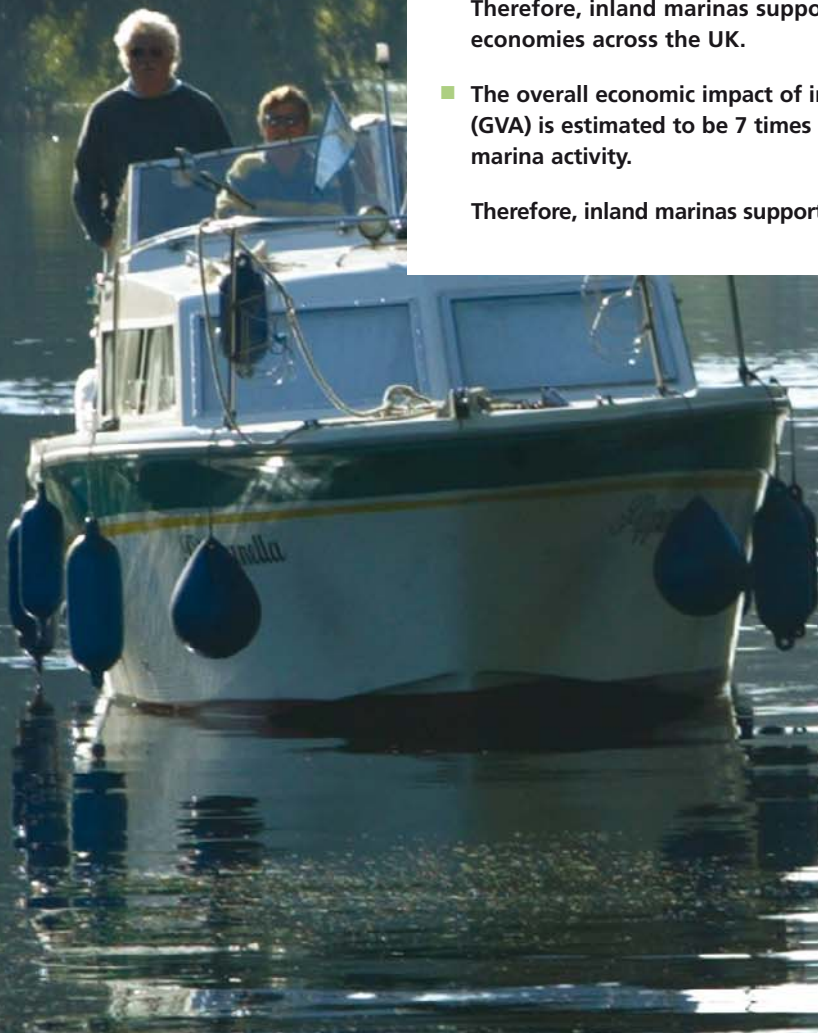
Inland marinas are also economically and socially linked to wider tourism and retail in the local area and along the waterways accessed from the marina base.

- For every job in the core inland marina activity, a further 10 jobs are generated in the local economy, through on-site businesses, suppliers and as a result of visitor and employee expenditures in the wider economy.

Therefore, inland marinas support around 10,000 FTE jobs in local economies across the UK.

- The overall economic impact of inland marinas on Gross Value Added (GVA) is estimated to be 7 times larger than that of the core inland marina activity.

Therefore, inland marinas support around £155 million of GVA in the UK.



REPORT CONTENT

Provides a comprehensive overview of the UK inland marina sector including:

- Current supply and demand of berths (national and regional)
- Recent and future marine developments and expansions
- Supply, restrictions and constraints
- Sector trends
- Regeneration effects
- Potential barriers to development
- Recommendations for policy makers

Evaluates the economic benefits of UK inland marinas:

- Turnover, employment, wages, taxes and profitability
- Gross Value Added estimates (national and regional)
- Influence of marinas on marine sub-sectors and supply chain
- Tourism and leisure impacts including participation and spend

Profiles 16 marina case studies:

- Direct impact of marina operators and on-site businesses, including tenants
- Purchases from local suppliers
- Indirect and induced effects from suppliers and employees
- Impact on tourism and the wider economy

The 16 case study sites within this report cover the whole spectrum of marinas on the inland waterways and their contribution to their local economy.

MARINA	BERTHS	INLAND WATERWAY	REGION
Penton Hook Marina	579	River Thames	South East
Brundall Bay Marina	320	Norfolk Broads	East of England
Swanley Bridge Marina	317	Llangollen Canal	North West
Braunston Marina	240	Grand Union & Oxford Canal Junction	East Midlands
Calcutt Marina	240	Grand Union Canal	West Midlands
Windermere Aquatic	182	Lake Windermere	North West
Hartford Marina	180	River Great Ouse	East of England
Waveney River Centre	150	Norfolk Broads	East of England
Nottingham Castle Marina	143	Nottingham & Beeston Canal	East Midlands
Bourne End Marina	110	River Thames	South East
Willowtree Marina	95	Grand Union Canal	South East
Staniland Marina	84	Stainforth & Keadby Canal	Yorkshire
Caley Marina	60	Caledonian Canal	Scotland
Kingfisher Marinas Ltd	60	Grand Union Canal	East Midlands
Macclesfield Canal Centre	55	Macclesfield Canal	North West
Alvechurch Marina	52	Birmingham & Worcester Canal	West Midlands

