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1 INTRODUCTION AND BACKGROUND

- 1.1 This report has been prepared by BHWB Golder, on behalf of the Highley Initiative, to evaluate the tourism potential of Kinlet Colliery, and suggest means of conserving and interpreting the remains. The report is intended to be used to support applications for grants from various bodies.
- 1.2 The former Kinlet Colliery lies just within the parish of Kinlet, near its northern boundary with Highley parish. Kinlet and Highley lie in south east Shropshire, near the Severn Valley (see Figure 1). The site is owned by a private landowner.
- 1.3 The project has been commissioned by the Highley Initiative, an active group of local volunteers with a good track record in promoting community projects. These include the 'Seams of Time' sculpture trail and the 'Welcome to Highley' leaflet which contains a guided tour of the parish. The Initiative also has a website, at www.highley.org.uk. The project is managed by a steering group with representation from Bridgnorth District Council, Shropshire County Council, local Parish Councils and local landowners.

2 THE BRIEF

- 2.1 The main requirement of the project brief is 'to prepare a feasibility study for the development, management, promotion and conservation of former mining remains' at Kinlet Colliery.
- 2.2 In addition, the brief asked the consultant to look at possible linkage with other tourism sites, both existing and potential, in the area.

3 SITE CONTEXT (See Fig 2)

- 3.1 Kinlet Colliery lies south of the B4555, which is the main road route into and through Highley. Highley village lies about 1km to the north, and Kinlet about 2.2km to the southwest.
- 3.2 The Borle Brook, a deeply incised small river with steeply sloping sides, lies just north of the site. The Brook flows into the Severn about 1km east of the site. Much of the Borle Brook valley is wooded, and the site itself is now largely covered with regenerated woodland and scrub.
- 3.3 No public rights of way run through the site, though a disused railway track along the south side of the Borle Brook provides relatively easy foot access to the site from the B4555 (Highley Road), a walk of about 0.5 km. There are public footpaths to the north of the Brook, which provide links to Highley and the surrounding area, and to the Severn Valley and the Severn Way long distance path. North west of the Highley Road, there are public footpaths on both sides of the Borle Brook, which connect with the Jack Mytton Way long distance path some 1.5km away.
- 3.4 The Severn Valley Railway, one of Shropshire's premier tourist attractions, runs along the western side of the Severn. The nearest station to the site is at Highley.

4 HISTORY OF THE SITE

- 4.1 The information in this section has been kindly supplied by David Poyner of the Highley Initiative.
- 4.2 Kinlet Colliery was one of a number of coal mines in the Highley area, which have a complicated ownership history. The Highley Mining Company, formed in 1877, replaced the previous partnerships. By the early 1880s the good quality of the coal, and the proximity to the Severn Valley Railway was ensuring that the mine was a success, and in June 1885 agreement was reached with the Kinlet Estate of William Lacon Childe to bore for coal.
- 4.3 Although the company had signalled its interest in Kinlet, it was to be some years before this was translated into serious action. Possibly this was due to a downturn in the economy at this time. However, a bore-hole was put down, and as a result of this a new sinking began in 1892 on the Kinlet Colliery site. The site had no road access, so the mining leases also made provision for a railway from the Severn Valley running alongside the earthworks of the uncompleted Billingsley Colliery railway, which had been started in 1880, but abandoned (for the time being) soon after. Coal was struck in December 1893, at a depth of 296 yards, and the hooter at the works was sounded for 40 minutes in celebration.
- 4.4 Despite early optimism, Kinlet Colliery was something of a disappointment. Production started in the late 1890s, with the completion of the railway. The mine had a lavish 15' diameter production shaft, claimed with some reason to be the best in the West Midlands, and with a huge engine house and steam winder.
- 4.5 There were hopes of finding additional seams, but these never materialised. Much of the seam consisted of basalt, which formed a hard rock mass difficult to cut through and destructive of the colliery screens. Conditions did eventually improve to the north of the shafts, but working Kinlet was never easy. Nevertheless it grew from employing about 150 men at the turn of the century to twice that by the start of the First World War with an output of about 50,000 tons a year. The combined efforts of both Highley and Kinlet ensured that average dividends were usually over 20% for the company shareholders in the pre-war years.
- 4.6 The Billingsley Colliery Company was registered in July 1910, and this company finally completed the railway connecting its mine with the Severn Valley railway in 1913; this ran parallel with and to the north of the Kinlet Colliery line, and its remains provide the track access to the site from the road. After a series of difficulties the Billingsley company was bought by the Highley Mining Company in 1915.
- 4.7 The Billingsley mine was closed in 1921, and machinery and manpower transferred to Highley and Kinlet. There was substantial modernisation at Highley through the 1920s, but progress was slower at Kinlet. The colliery was abandoned in September 1937, when the leases on the Kinlet Estate expired. The mine had proved impossible to mechanise, and there were continued problems with basalt having burnt out the coal; ironically, at the time of closure, the workings entered some of the best ground ever encountered at the mine.

5 MAIN FEATURES ON AND NEAR THE SITE

- 5.1 This section describes the current access to the site, and the remaining features, and ties these to historic map and photograph evidence, and current photographs. Maps and photographs are bound into the back of this report
- 5.2 There is a small informal lay-by on the Highley Road where one can park at present (see Fig 7, View 1), and from there gain access to the footpath leading to the former Billingsley Colliery railway line, a well defined level path with a reasonable hard surface. The first feature of interest is the bridge taking the Highley Road over the former railway line (see Fig 7, View 2), a robust stone structure built in the 1920s. The 1903 edition Ordnance Survey (OS) map of this area shows that the Highley Road had not been built, but shows the temporarily abandoned line of the Billingsley Colliery Company with its earthworks (Fig 3).
- 5.3 About 300m beyond the bridge, a track leads steeply up to the right, away from the railway path (see Fig 7, View 3); this leads to the Kinlet Colliery site. On a 1934 Surveyors' map, this is shown connecting with a footbridge over the Borle Brook (see Fig 4), and the concrete abutments for this remain, though in poor condition (see Fig 7, View 4). The bank down to the bridge is also extremely steep (see Fig 7, View 5). This path continued north across the Highley Road up a steep bank to Netherton, in the south of Highley, and would probably have been the main access for those working at the mine.
- 5.4 The line of the Billingsley Colliery railway, as shown on the 1934 map (Fig 4), continues at the same level as far as its former junction with the main line railway, now preserved as the Severn Valley Railway, though rather overgrown and difficult to follow at its eastern end.
- 5.5 After a steep 100m climb, the path to Kinlet Colliery levels out, and soon the impressive remains of the Engine House come into view to the right (see Fig 8, Views 6, 7, looking back from beyond Engine House, and 8). This building dates from 1894, and is shown on both the 1903 OS map (see Fig 3) and the 1934 Surveyors' map (see Fig 4). Although now roofless and overgrown with trees and scrub, this is still an impressive and beautiful brick structure, with some massive stone detailing still remaining.
- 5.6 Of the other structures shown on the early 20th century maps, the foundations remain of the fan house, a second winding engine, boilers, workshops, screens (See Fig 9, Views 9 and 10) and the locomotive shed. For safety, the shafts have been capped with concrete.
- 5.7 Historic photographs from around the 1920s show the site while working (see Fig 5). These show how impressive the structures were, and also the open nature of the site at that time: scrub and trees have completely transformed the character of the area.
- 5.8 The bricks for the earliest structures were made on site, and there are still the remains of the clay pits dug for use in the brick making; these are shown on both the historic maps.
- 5.9 The line of the Kinlet Colliery railway leading to the Severn Valley Railway is still partly intact, though less easy to trace than the Billingsley Colliery line. Several of the former railway bridges remain, in varying stages of disrepair, but still

impressive.

- 5.10 The extensive spoil heaps are now largely covered in scrub and trees.
- 6 THE POTENTIAL OF THE SITE**

6.1 To help in an initial assessment of the site's potential for tourism, a SWOT analysis has been undertaken, as shown in the following table; the issues raised are then examined in more detail below.

KINLET COLLIERY EVALUATION

TABLE 1: SWOT ANALYSIS

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
<p>1. Historic and aesthetic interest of remaining structures.</p> <p>2. Existence of sufficient historical data to provide interesting interpretation of site.</p> <p>3. Proximity to Severn Valley Railway.</p> <p>4. Relative proximity to new Highley Steam Heritage Centre, and to Severn Valley Country Park, both with industrial theme.</p> <p>5. Proximity to Severn Way long distance path.</p> <p>6. Attractive woodland setting.</p> <p>7. Relatively easy foot access along disused railway.</p> <p>8. Shafts already capped for safety.</p> <p>9. Active community group willing and able to promote site as part of network of tourist attractions of area.</p> <p>10. District Council support for initiatives in Highley area.</p> <p>11. Possibility of management by the Shropshire Mines Trust, which already manages a number of other former mines in Shropshire.</p>	<p>1. Isolated site, only access by foot.</p> <p>2. Difficult to achieve vehicle access without adverse effect on woodland character and potential conflict with walkers.</p> <p>3. Site severed from Highley and existing path network by the Borle Brook: new or reinstated bridge access would be needed, likely to be costly.</p>	<p>1. Good linkage with Shropshire Tourism Strategy 'themed' approach.</p> <p>2. Potentially good linkage with other tourism ventures in Highley area, in particular those with similar theme.</p> <p>3. Potential for trail along the Borle Brook and/or around Highley/Billingsley linking features illustrating the 'Landscape of Industry and Invention'.</p> <p>4. Potential for footpath linkage through site between the two long distance routes (Severn Way and Jack Mytton Way).</p> <p>5. Potential to add Kinlet Colliery to the Countryside Explorer bus route.</p> <p>6. Potential to exploit proximity of Sustrans cycle route to site.</p>	<p>1. Structures in poor condition: danger of falling brickwork and masonry, abrupt and steep level changes. Engineer advice required, solutions likely to be costly.</p> <p>2. Scrub/woodland clearance to protect structures may adversely affect wildlife: surveys and monitoring required.</p> <p>3. Landowner agreement vital to achieve linkage over Borle Brook.</p>

Strengths and Opportunities

- 6.2 The remaining structures are clearly of historic and aesthetic interest, and an important part of the history of the Highley area. Kinlet Colliery was one of a number of coal mining ventures in the Highley/Billingsley/Kinlet area, about which there is considerable information. The sites were linked by their complex ownership history, and together give a fascinating view of the enterprise and confidence of our forbears in the face of considerable physical challenges. There is also sufficient information about the people living and working these

collieries to give human interest to the story and its interpretation. The main sites, which lie along the Borle Brook, are Kinlet Colliery, New England (the subject of a previous enhancement plan promoted by the Highley Initiative and Bridgnorth District Council), and Billingsley Colliery; these are shown on Figs 1 and 2.

- 6.3 The Severn Valley Railway, with which the Kinlet and Billingsley Colliery Railways used to connect, lies about 1km east of the site. The Severn Way long distance path, running along the western bank of the Severn, lies just to the east of the railway. Public rights of way run along both sides of the Borle Brook, apart from through the Kinlet Colliery site, connecting to the Severn Way; the Brook, with its steeply wooded valley sides, forms a considerable physical barrier at present. However, there are several points where it would be possible and desirable to add or reinstate bridge access over the Borle Brook, if landowner agreement can be achieved. This would then reinstate the link which historically existed between the Severn and one of its tributaries, and link the Severn Way with the Jack Mytton Way long distance path which runs through New England. This would also achieve a completely off-road connection between the two paths, which would be an improvement to the existing path network. The existing path along the former railway to the colliery site makes a good walking surface, which would need only a little work to improve it. The existing paths are shown on Figure 2.
- 6.4 An ideal connection for the Kinlet Colliery site would be an additional halt on the Severn Valley Railway. This may be difficult to achieve, with Highley Station only some 1.3km to the north, but would be worth at least a discussion with the SVR.
- 6.5 It may also be possible to promote cycle links with the Kinlet Colliery site. Sustrans Route 45 is planned to run southward down the western side of the River Severn, and cross the river into the Severn Valley Country Park just east of Highley. If this link comes about, Bridgnorth District Council, who manage the site, are likely to promote cycle links in the area and provide space for a cycle hire facility.
- 6.6 The new Highley Steam Heritage Centre is to be located on the site of the early 19th century Stanley Colliery, just south of Highley and its station (see Fig 2). One of the themes of the interpretation to be based at the Centre is 'Steam'. Clearly, the connections of the former colliery railways with the main line railway, now the SVR, are an important part of the overall story. It would be possible to link the Kinlet Colliery site to this.
- 6.7 The Severn Valley Country Park covers land formerly owned by the Highley Mining Company, on both sides of the river (see Fig 2). On the eastern (Alveley) side, the Visitor Centre has a small permanent exhibition showing the history of mining on the site. On the Highley side, the site of the original shaft, the colliery offices are still standing, and a pit wheel, part of the winding gear, has been incorporated into an impressive memorial. However, few other remains survive of Highley Colliery. The structures at Kinlet, though ruinous at present, could form a useful addition to the interpretation of the history of the area.
- 6.8 The woodland setting of Kinlet Colliery, and the Borle Brook as a whole, is very attractive, and makes walking along the valley very pleasant, with the sight and sound of the Brook and the many streams connecting to it. There are opportunities for management of the woodland to enhance wildlife habitats, and include interpretation of these as part of the overall experience of walking through the Borle Brook valley.

- 6.9 Looking slightly further afield, there are a number of other sites of industrial heritage interest in the area (see Fig 1), which could be linked as part of a trail, or a number of trails based along the tributaries of the River Severn (the River Rea, the Borle Brook, the More Brook).
- 6.10 There are also sites and villages of more general historic interest, many of which are linked at present by the Countryside Explorer bus route, which runs at weekends and bank holidays during the summer. Both these destinations and the bus route are shown on Figure 1 (the wider context) and Figure 2 (closer to the site).
- 6.11 The Shropshire Mines Trust have expressed some interest in managing the site. This is a charitable organisation dedicated to the preservation and interpretation of the remains of Shropshire's mining industry, once so important to parts of the County. One of the mines under their care is Snailbeach Lead Mine, an extremely impressive site south of Shrewsbury; Views 12 and 13 on Figure 9 show two views of Snailbeach. While there are many more buildings there than at Kinlet, the low key management of the site would be appropriate at Kinlet.
- 6.12 Finally, the Highley Initiative has an excellent track record in promoting the area for tourism. Their previous projects include setting up the Highley Sculpture Trail, promoting walks around Highley which cover the full range of the history of this ancient settlement, and the New England Enhancement Scheme, which offers excellent linkage to the present project.

Weaknesses and Threats

- 6.13 The isolation of the site, though in some ways a strength, means that it is some distance from the nearest road. It would be possible to upgrade the former railway line to take limited road traffic; to avoid excessive earthworks, this would need to be single lane, with occasional passing bays. There are several level cleared areas east of the colliery where it would be possible to turn and park. However, it could be argued that the walk to the site is part of the experience, with the engine house suddenly looming up ahead of you. There never was a road to the site: it may be more in keeping with the character and history of the site to promote foot/cycle access only, with a link to the Countryside Explorer bus route on the B4555. It may also be possible to access the site via the field adjacent to the existing layby on the B4555, which has recently changed ownership; this option should be investigated further, if only to create a circular route to and from the site.
- 6.14 A major weakness of the site at present is its isolation from the path network of the area. The Borle Brook is a major barrier, though there were formerly a number of bridges across. The only existing bridge in this easterly section of the brook is at its outflow to the River Severn, on the Severn Way. As well as this, the path network along the northern side of the Brook follows the B4555 just north of the Kinlet site: this is both dangerous and unpleasant to walk along. In order to link sites along the Borle Brook, and to link the two long distance paths, it is essential to cross the brook at least once, and preferably twice in order to achieve a circular route. This is perfectly feasible in physical terms, but would be costly, and crucially would need landowner agreement.
- 6.15 The structures on the site (including the railway bridges east of the site) need work to make them safe and prevent further deterioration, and to create areas safe for the public to view them. A structural survey is absolutely essential, and

would be needed to produce budget estimates for the scheme.

- 6.16 Some clearance of scrub and trees would be needed, even if minimal management were proposed. A Phase I habitat survey should be undertaken, in particular to highlight if any protected species are present. Interpretation of the site/trail could include an appreciation of the wildlife.

7 THE WAY FORWARD

- 7.1 Overall, the preservation and enhancement of the site for tourism would have a number of benefits and links with other tourism objectives and projects in the area. Although the history of mining and other industry is celebrated in several ways in Highley (Severn Valley Country Park, Severn Valley Railway, proposed Highley Steam Heritage Centre), none of the major structures associated with mining has been preserved. The Engine House is a particularly good example of its kind, likely to be of regional importance.
- 7.2 This site offers an opportunity to preserve and present these structures, and link this with other sites of interest along the Borle Brook and the wider area. The New England site would be an obvious link as part of a mining trail; Heritage Lottery funding is being sought at present to carry out the management/enhancement recommendations made in 2003.
- 7.3 Developing the tourism potential of this site would be in line with the objectives of the Shropshire Tourism Strategy in several ways:
- It falls within the 'Landscape of Industry and Invention' theme suggested in the Strategy;
 - It lends itself to inclusion as part of a 'Discovery Route', as suggested in the Strategy, and more locally as one of the attractions on the route of the Countryside Explorer bus;
 - Promotion of, say, a 'Borle Brook Trail' would be in keeping with the further development and promotion of both long distance and circular routes encouraged by the Strategy.
- 7.4 Several survey/consultation pieces of work should be completed before drawing up definite proposals, in particular:
- Structural survey of the structures, to include recommendations for preservation and likely costs;
 - Engineer's report should include consideration of the various Borle Brook bridge options;
 - Phase I habitat survey of the mine area and possible new path routes and bridges, in particular to highlight any protected species;
 - Consultation with landowners to agree, if possible, paths to be promoted.
- 7.5 In conclusion, low key management of the Kinlet Colliery site for tourism, in association with the promotion of a trail along the Borle Brook and development of a circular route to include the site, would be a valuable addition to the visitor attractions of the Highley area.
- 7.6 Funding sources for future work could include the following:
- Shropshire Tourism Action Plan Funding: good synergy with this project.
 - DEFRA Rural Enterprise Scheme: possible grant funding to preserve historic features in the landscape. Possibility for part funding, but unlikely to be main

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- source.
- Heritage Lottery Fund.
- Heritage Lottery Initiative.
- Lottery sources.
- Advantage West Midlands funding: the site lies within a Rural Regeneration Zone.
- European funding: the site lies within an Objective 2 area.

7.7 The following table presents a number of options for the site and its surroundings, with comments on the strengths and weaknesses of each where appropriate. The table includes draft costs, given in bands of low, medium, medium-high, high and very high; it should be noted that the costs for structural elements are outline only, and should be re-assessed in the engineer's report. Where appropriate, the locations of these are shown on Figure 6.

The definitions of the cost bands are:

Low: under £10,000.

Medium: £10-20,000.

Medium-high: £20-50,000.

High: £50-250,000.

Very high: over £250,000.

TABLE 2: OPTIONS FOR PRESERVATION AND ENHANCEMENT			
FEATURE/ELEMENT	OPTIONS	DISCUSSION	COST BAND
PATHS			
1. Track from Highley Road to Colliery	A. Upgrade to single track road with passing places; provide small low key car park/turning area east of Colliery.	Desirable for easy access, but detrimental to character of site, and potential conflict with promotion of walking route.	High
	B. Improve surface for walking, in particular steep slope just west of Colliery. Investigate possibility of using adjacent field for access.	More in character with site, and better for promotion of Borle Brook and circular walking routes, but could mean site remains isolated.	Medium
2. Western path connection to footpath network; includes bridge reinstatement.	A. Reinstatement former path across Borle Brook to Highley Road, connects with footpath network to Highley north of road. Involves reconstruction of bridge, and agreement of adjoining landowner.	Desirable to achieve circular route around Highley, and to allow off road option for walkers. Very steep bank down to Brook: elevated path likely to be required to meet bridge level. Bridge abutments remain, need engineer assessment.	High
3. Eastern path connection to SVR, Severn Way and northern side of Borle Brook; all options include improvement of former railway route for walking/ poss. cycling.	A. Reinstatement route of railway track to SVR, take path across SVR and down embankment and across field to join Severn Way south of Borle Brook.	Avoids need for additional bridge over Brook. Path down embankment needs to allow for disabled access. Landowner agreement in field east of SVR required. SVR agreement required, and discussion over possibility of halt. Cheapest of three options.	Medium

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TABLE 2: OPTIONS FOR PRESERVATION AND ENHANCEMENT			
FEATURE/ELEMENT	OPTIONS	DISCUSSION	COST BAND
	B. Seek SVR and landowner agreement to construct new bridge across Borle Brook just west of SVR bridge, using existing abutments, from existing footpath. Take new path up bank side (steep and overgrown) to former railway track.	New bridge over Brook required, but existing abutments/bank reinforcement should be able to be used as springing point (See Fig 9, View 11). Achieves better linkage with Highley footpath network than Option A. Path up river bank needs to allow for disabled access.	High
	C. Seek landowner agreement to construct new bridge across Borle Brook about 200m west of option 2, just within wood boundary, from existing footpath. Take new path up bank side (steep and overgrown) to former railway track.	New bridge over Borle Brook required, in completely new location. Achieves better linkage with Highley footpath network than Option A. Path up river bank needs to allow for disabled access. Would be preferable to use one of the former bridge locations in the Logwood Mill area, but landowner agreement may be difficult to achieve. Most expensive of three options.	High
STRUCTURES			
4. All structures on site, including former railway bridges east of main site.	A. Commission survey from structural engineer, with costed recommendations for preservation.	Essential in order to proceed with project.	Low
5. Engine House: the most impressive structure on the site.	A. Minimal work: remove scrub/trees from structure and within building; make structure safe for visiting public, otherwise no re-building.	Cheapest option, and probably most viable. Continuing removal of vegetation would be required.	Medium-high
	B. Reconstruct building as shell, including re-roofing. No public access, but views in.	Better option for continued long term preservation, but costly.	Very high
	C. Complete reconstruction, to allow public access into building.	Very costly, probably not viable in this location. Good interpretation possibilities still available with Options A and B, so not much overall gain.	Very high
6. Screens: apart from the Engine House, these are the most impressive remains on the site.	A. Make safe for public viewing. Provide safe access from upper to lower levels. Remove encroaching vegetation.	Preservation appears to be quite good, presentation and safe viewing is probably the main issue here.	Medium
	B. As well as above, re-lay short length of railway track.	This has been done at Snailbeach Mine. It would add considerably to interest for public, and aid interpretation.	Low, assuming volunteer labour

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TABLE 2: OPTIONS FOR PRESERVATION AND ENHANCEMENT			
FEATURE/ELEMENT	OPTIONS	DISCUSSION	COST BAND
7. Other structures within the main site	A. Minimal option: make accurate survey for archaeological record and for interpretation purposes, and then allow to decay. Public access not encouraged to remainder of site.	Cheapest option.	Low
	B. Clear vegetation to expose remaining walls/foundations, reconstruct enough to ensure future preservation, map for interpretation purposes, allow public access		Medium
8. Railway bridges over stream east of main site: impressive structures adding to the interest of the area, and important part of the overall Borle Brook story	A. Minimal option: record, remove any dangerous material, allow to decay.	It would be a pity to lose these completely.	Medium
	B. Reconstruct enough to ensure future preservation	Though costly, this would be preferred option.	Medium-high
	C. Reconstruct completely, to allow use by public as part of path network.	Very costly, probably not viable.	Very high
9. Ecological Assessment	A. Commission Phase I habitat survey to cover main site, in particular to establish presence of protected species.	Priority would be in vicinity of Engine House. Should be done before any clearance work is started, and finding incorporated into development recommendations.	Low
INTERPRETATION/PRESENTATION/LINKAGE			
Options for these will be at least partly dependent on previous options selected.			
10. Interpretation on main site.	A. Provide simple board interpretation beside Engine House, to include plan of site and its railway connections, with historic map and photo evidence.		Low
	B. As well as Option A, provide board interpretation at each location on main site.		Low
	C. If site managed by Shropshire Mines Trust, include on website: options include virtual tour, as provided for their existing sites.		Low
11. Kinlet Colliery as part of wider trail(s) (note these are not mutually exclusive)	A. Present Kinlet as part of Borle Brook Trail linking site with, eg, New England and Billingsley.	Achieves good linkage, and opportunity to present features from different historic periods, including mills as well as mining/railways.	Low (Kinlet element only)
	B. Present Kinlet as part of Highley history, linking with Severn Valley Country park, Severn Valley Visitor Centre at Highley, and New England.		Low (Kinlet element only)

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TABLE 2: OPTIONS FOR PRESERVATION AND ENHANCEMENT			
FEATURE/ELEMENT	OPTIONS	DISCUSSION	COST BAND
	C. Present Kinlet as event along path linking two long distance routes.		Low (Kinlet element only)
	D. Present Kinlet as event along cycle route linking to Sustrans Route 45.	Opportunity for links with Country Park and cycle hire.	Low/medium (Kinlet element only)
	E. Ensure Kinlet included on Countryside Explorer route.	Agreement with provider required, adjustment to route and timetable.	Low
	F. Present Kinlet as part of larger 'Landscape of Industry and Invention' (and poss other themes) route covering Bridgnorth and South Shropshire Districts.	More research would be needed on viability of this.	Low (inc research)
MANAGEMENT			
12. Management options	A. Landowner management	Community group would have better access to funding. Track record of community involvement would be helpful.	
	B. Highley Initiative management	Positive links with Highley, and good track record of community projects, some of which tie in well with wider site linkage.	
	C. Set up group along lines of 'Friends of Kinlet Colliery'	Would have good access to funding, but lack of track record, and disadvantage of further fragmentation of already fragmented tourism provision. Possible lack of interest in linkage to other sites in area.	
	D. Management through Shropshire Mines Trust.	Excellent track record in management of similar sites: understanding of issues involved, especially public safety. Possible lack of interest in linkage to other sites in Highley area. Agreement between Highley Initiative and SMT may be best option.	