

# Presentation and Analysis Options, Possible Next Steps

Link to [The Compass Pilot Report for North Devon](#)

- Document the process of developing and refining the criteria
- Refine the criteria and how the scores are graded based on feedback from the survey
- Develop a “user guide” on how to operationalise the compass to ensure consistency of approach.

## COMPASS CARD PRESENTATION OPTIONS

The compass has been presented in two forms throughout this report: 1) following the original compass card format showing the different stages of MPA development, 2) criteria grouped into themes which reflect different areas of interest or possibly government department remits. We went through several iterations of presentation. We decided to number each criterion and provide a key, rather than trying to squeeze the descriptions around the outside, which looked cluttered and was difficult to read (Figure 1).

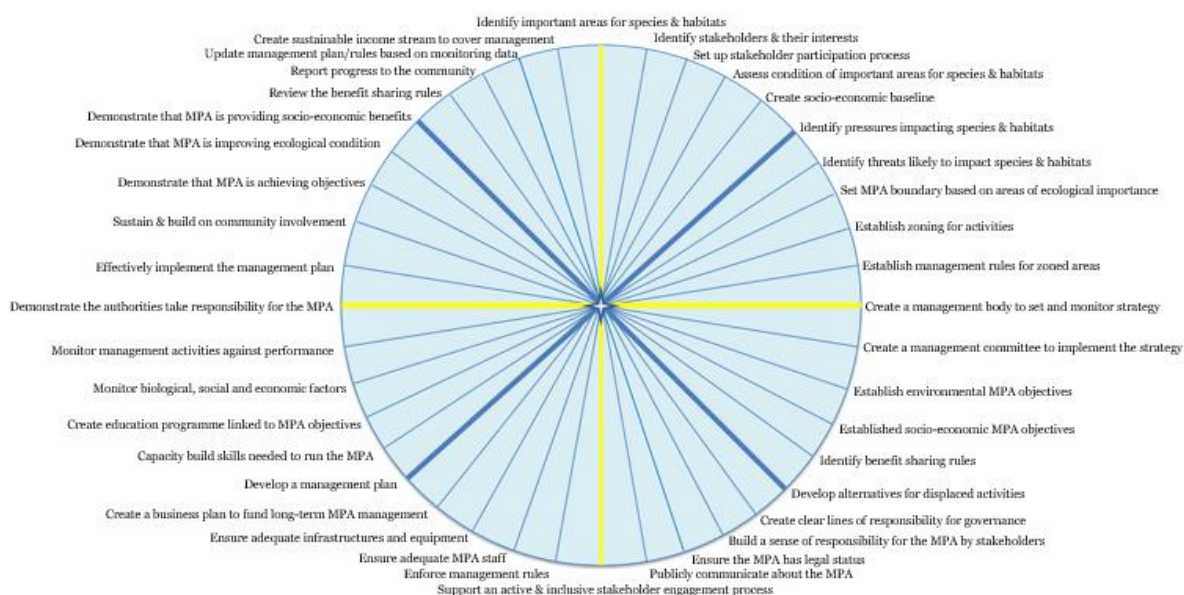


Figure 1: Compass with criteria labelled in full around the outside

An alternative way to display the compass is to superimpose the traffic light colours, as demonstrated in Figure 2 below, to emphasis what each score means in terms of progress. Although

it turns into a bit of a garish target and doesn't add any information you aren't getting from the location of the point themselves.

## BRISTOL CHANNEL SAC

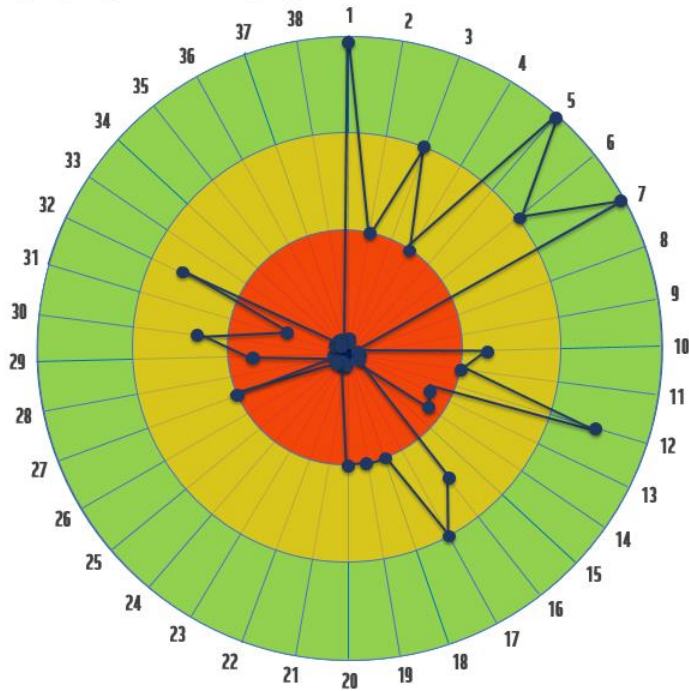


Figure 2: Compass with traffic light coloured score rings

Another way to emphasize the scores is to add numerical labels to each 'ring' as shown below. However, this has the disadvantage of making this figure a bit number-heavy and is difficult to position the label at the centre when you have many low scoring criteria (Figure 3).

## HARTLAND POINT TO TINTAGEL MCZ

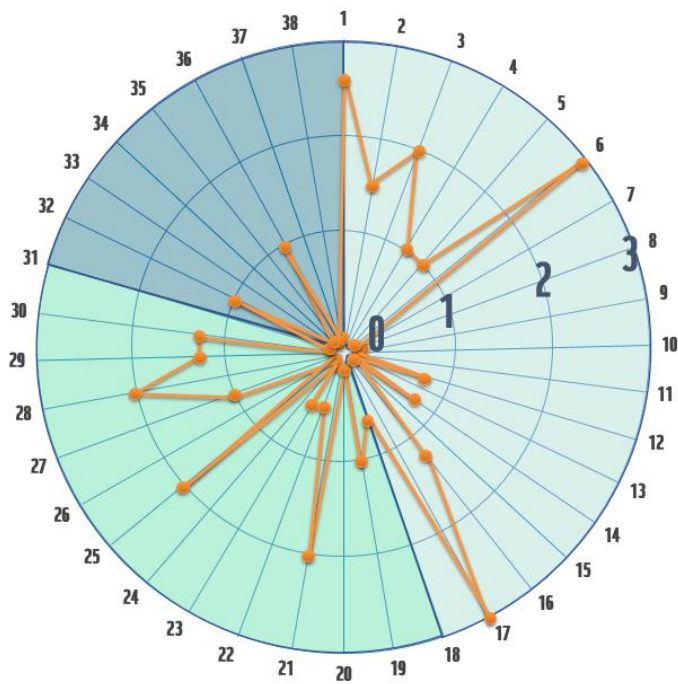


Figure 3: Compass with numbered score rings

In the original GEF compass the area underneath the points was shaded. We omitted the shading as it didn't seem to add any additional clarity or information (Figure 4).

## BIDEFORD TO FORELAND POINT MCZ

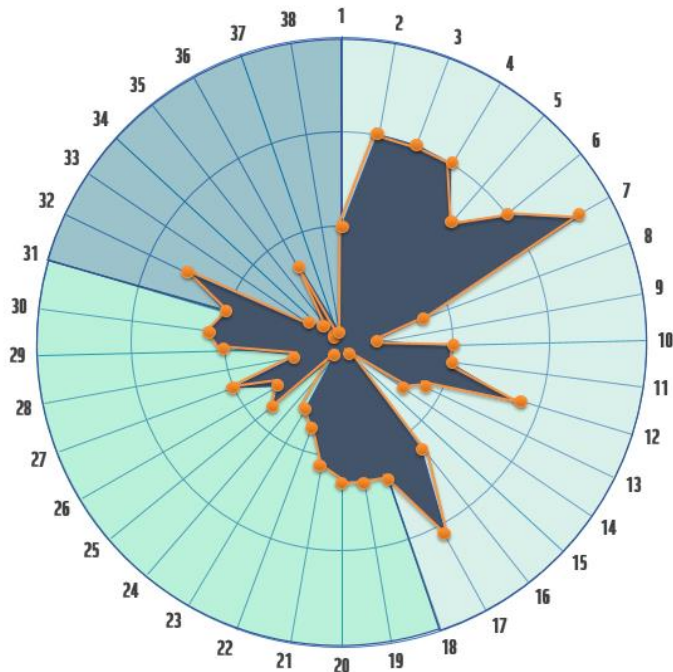


Figure 4: Compass with shading

## **COMBINING REGIONAL MPA SCORES OR CREATING NATIONAL LEVEL AGGREGATED INDICES**

Potentially scores across multiple MPA's could be combined to give an overall score for a region. This would make sense if multiple MPAs fell under the same governance or management structure and there was a desire to compare results in different areas, or compare between countries. If individual MPA compass card results were to be combined into aggregated indices further investigation would need to be carried out which would include: a quality assessment of the available indicators, multivariate analysis, normalisation and decisions on weighting and index sensitivity.

### **EXAMPLE: NORTH DEVON MPAS\***

**DISCLAIMER\*:** Aggregating the scores in this way isn't a valid use of the data, especially with such small sample sizes. The respondents weren't asked to score for the whole of North Devon, the results are biased by the different sample sizes associated with the MPAs and because they cover such a range of MPA types and ages.

The combined management effectiveness score for all North Devon MPAs was 41% (Figure 5). Breaking the results into themes, how the MPA's were "set-up" received the highest score of 2.1 (out of 3). Other themes, listed in descending order were: "involving people" 1.4, "decision-making" 1.2, "plans & management" 0.9, "monitoring" 0.9, "resources" 0.8, and "results" 0.7.

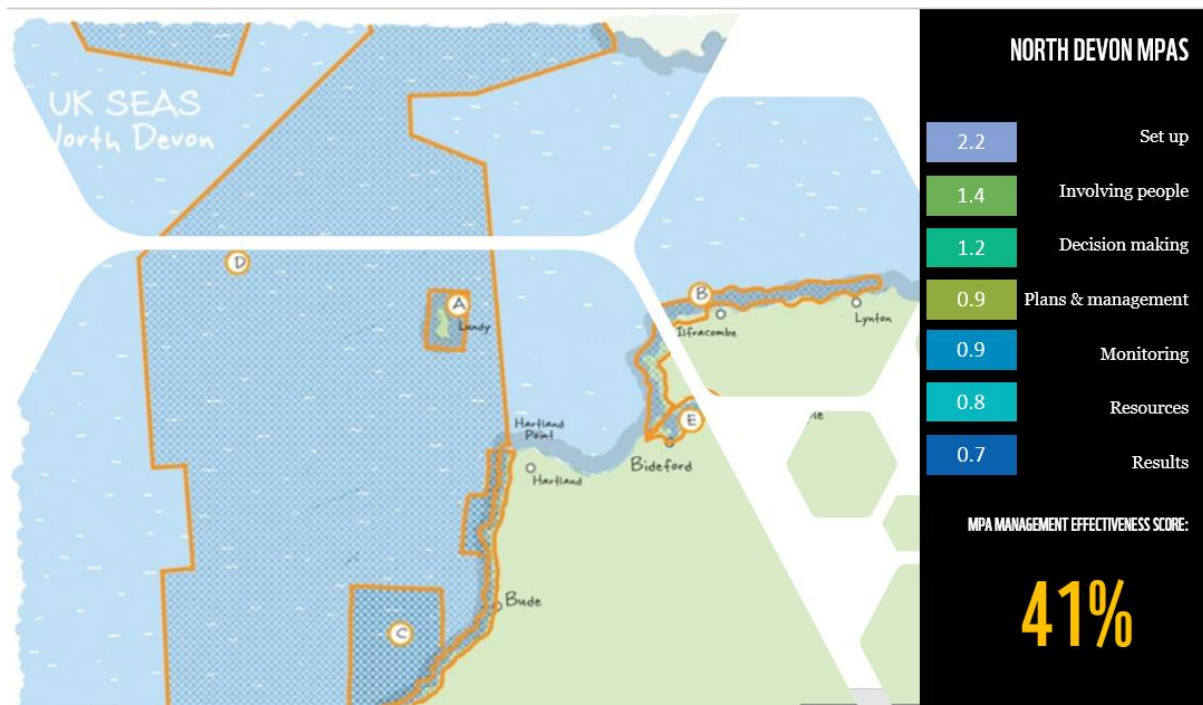


Figure 5: Description: An ‘overall’ management effectiveness score for all the MPAs in North Devon was calculated by averaging the percentage scores across all MPAs. This figure comes with large caveats\*.

## REFERENCES

EU Science Hub (2008). 10-Step guide for the construction of a composite indicator. OECD/JRC Handbook. <https://ec.europa.eu/jrc/en/coin/10-step-guide/overview> accessed: 20.11.18.