Business Bulletin

Transport and Environment Committee

10.00am, Thursday, 15 June 2023

Dean of Guild Court Room - City Chambers

Transport and Environment Committee

Convener:	Members:	Contact:
Councillor Scott Arthur (Convener)	Councillor Aston Councillor Bandel Councillor Cowdy Councillor Dijkstra-Downie Councillor Faccenda Councillor Lang Councillor McFarlane Councillor Miller Councillor Munro Councillor Work	Alison Coburn Operations Manager Rachel Gentleman Committee Services Taylor Ward Committee Services

Recent news	Contact for further information
Trams to Newhaven The Trams to Newhaven project announced on 25 May 2023 that trams would start carrying passengers on 7 June 2023, meeting the scheduled completion date of Spring 2023. The project remains within the £207.3m budget agreed by Council in 2019. There will be ongoing public realm works beyond the 7 June 2023 in certain areas on the route including Blenheim Place, Elm Row and Hawthornvale. In addition, a snagging and defects resolution workstream will continue along the route. Street furniture, including benches, litter bins and bike racks, are also being installed. A programme for landscaping which will see the planting of trees, bushes and plants along the route is also being finalised. The project continues to liaise with Edinburgh Trams and colleagues in the Council on a detailed handover. In addition, a series of lessons learnt workstreams will take place over the summer months with key stakeholders.	Hannah Ross **Wards Affected:** 11 – City Centre 12 – Leith Walk 13 – Leith

Kirkliston Junction Reconfiguration	[Gavin Brown](#)
This bulletin updates Committee on progress on the Kirkliston Junction reconfiguration (since the last update on [27 January 2022](#)).	**Wards Affected:** 1 - Almond
As detailled in the January 2022 report, the traffic signals are to be upgraded by the completion of the 30th residential unit (this is a requirement within the planning conditions). This is expected to be around the end of August 2023	
Dandara East Scotland has awarded the contract to Yunex Traffic (formerly Siemens) to carry out the installation of the upgraded signals and the installation of the Microprocessor Optimised Vehicle Actuation (MOVA) control system.	
A start date of 10 July 2023 has been submitted for road occupation approval, with works expected to last for six to eight weeks.	
The traffic signal design has been approved and on-site surveys have been completed to determine the scope of the works.	
Journey time surveys will take place during the AM and PM peak traffic periods during June, prior to the signals work taking place.	
Further journey time surveys will take place two months after the installation of the signals. The delay in carrying out these surveys after the junction works completion is to ensure the MOVA validation is complete and signal timings for the system have been fully optimised.	
Kirkliston and Queensferry Traffic and Active Travel Study Update	[Dave Sinclair](#)
Please find below an update on some of the actions remaining from the Kirkliston and Queensferry Traffic and Active Travel Study:	**Wards Affected:** 1 - Almond
• Committee received an update on the Queensferry Town Centre Project on [2 February 2023](#). • Short and long term active travel investment – these actions are not currently included in the approved Active Travel Investment Programme (ATInP) (to 2025/26). These actions will continue to be considered as future plans for active travel investment are developed.	

- In order to improve access, an inaccessible gate has been removed from the National Cycle Network Route 1 at Dalmeny, with an accessible chicane installed. Resurfacing has also taken place around this area to improve the cycle network surface.
- Officers have also identified two sites at Ashburnham Loan and Stoneycroft Road where chicanes will be removed and replaced by bollards.
- Further removal of guardrails/chicanes in the South Queensferry/Kirkliston area have been identified for potential removal and will be considered as part of a city-wide guardrail removal programme.

Update in response to motion by Councillor Meagher on accidents in the 'Joppa Triangle' including Traffic Regulation Order for Brunstane Road Closure and Coillesdene Area Traffic Management

Following approval from the Transport and Environment Committee in December 2021, an Experimental Traffic Regulation Order (ETRO) has been in place on Brunstane Road since early 2022. This order prevented through vehicular traffic (except cycles) on Brunstane Road, with the restrictions being placed at each end of the bridge across the east coast main railway line. This was undertaken in conjunction with traffic management interventions in the Coillesdene area to discourage short-cutting through-traffic.

A report on 8 December 2022 detailed the findings from the ongoing traffic surveys as well as residents feedback received via the post-implementation public engagement exercise. Committee granted approval to progress to a permanent Traffic Regulation Order (TRO), with additional mitigation measures being introduced within the Coillesdene area (which would be included as part of the permanent TRO).

The key stages of promoting the TRO include: statutory consultation, placing the draft order on public deposit, assessing comments and objections and finalising the TRO. If agreed, the TRO would then be published, and the permanent infrastructure would be installed.

The legal process required to make the measures permanent under a TRO has commenced and the TRO

Karen Teather

Wards Affected:

17 – Portobello/Craigmillar

has been advertised for statutory consultation here, with public consultation due to commence in August 2023.

As outlined in the December 2022 report, there is a requirement to extend the existing ETRO to ensure there is no time gap between the ETRO ending and any permanent TRO commencing (if approved). An extension to the ETRO is now being sought via the Scottish Government as the public consultation phase will now extend beyond the ETRO end date of July 2023.

It should be noted that the Brunstane Road ETRO was developed before the revised process for introducing ETROs was available and is therefore subject to the previous regime in place prior to the introduction of the new regulations. This means that a six-monthly review is not required, as statutory consultation was undertaken before its implementation. It also means that the new provisions, which give scope for ETRO measures to be given permanent effect do not apply to this ETRO.

It is anticipated that the outcome of the public consultation will be reported to Licensing Sub-Committee in October or November for a decision on whether the permanent TRO should be implemented.

Since 8 December 2022, officers have met with representatives of the Brighton and Rosefield Residents Association to discuss their road safety concerns. The residents' concerns were focussed on speeding vehicles on Brighton Place and Southfield Place and therefore, to address these concerns, officers arranged for the installation of additional 20mph signage and lining to reinforce the 20mph speed limit. The Council's Road Safety team has also committed to installing socketed foundations in the footways to allow for the periodic deployment of Mobile Vehicle Activated Speed Signs on Brighton Place.

Officers have continued to work on the introduction of additional traffic calming measures within the Coillesdene area. Observations from on-site monitoring and residents' feedback, via the various consultations, has been considered. This has resulted in a proposal to introduce sinusoidal speed humps to Coillesdene Avenue and the adjoining local streets on the basis the order is made permanent. The introduction of speed humps requires statutory consultation therefore this is being combined with the TRO consultation process. This will also allow

residents to view and comment on these proposals prior to their introduction.	
School Travel Plan Reviews Progress is being made with the School Travel Plan Reviews, albeit as previously reported to Committee, there are on-going challenges with this. A substantive update on progress, alongside an update on the Council's wider Road Safety activities is planned for Committee in September 2023.	Daisy Narayanan Gavin Brown **Wards Affected**: All
Wardie Bay Bathing Water Designation On 19 May 2023 the Council received confirmation that Wardie Bay beach has been designated as a bathing water for the 2023 season (1 June to 15 September 2023)	Steven Cuthill **Wards Affected:** 4 – Forth
Travelling Safely – Experimental Traffic Regulation Orders On 21 November 2022 the Council advertised five Experimental Traffic Regulation Orders (ETROs) to support a trial of Travelling Safely measures. Over the last six months comments have been gathered from the public to inform a future decision on scheme retention, modification or removal. The measures support the Council's aim towards net zero carbon by 2030, and to create a lasting legacy from the benefits that many people found in using the temporary measures. Transport and Environment Committee agreed to retain most of the measures (which had been introduced in response to the Coronavirus pandemic) on an experimental basis to test them now that traffic has returned to 'normal' (or new levels). The result of the experiment will provide better insight into how the measures are now working. The aim of the trial is to: • Encourage more people to switch to sustainable ways to travel; • Make it more pleasant, easier and safer for people to explore their local area; • Support high street and city centre businesses by providing more space for people; • Improve road safety; • Improve our health and well being; and	Daisy Narayanan **Wards Affected:** All

- Reduce carbon dioxide emissions, to help the city achieve its [net zero carbon aims by 2030](#).

Officers have recently been made aware of mistakes in the published ETRO documents which mean that they will need to be readvertised before any formal consideration is given to the representations made. Any representations received already will be retained and considered as part of the final assessment of whether or not to retain or modify the measures.

It was anticipated that the orders would be readvertised on 27 May 2023. However, following a further detailed review of the orders, it is anticipated that readvertising will commence at the end of June 2023. Council officers will now be responsible for preparing and readvertising the order documentation.

Legal advice was sought to identify if there was a way to accelerate the schemes where no errors were found. This clarified that it is not possible to pick out certain provisions from an ETRO which did not have errors and make them the subject of a permanent order, while keeping those elements with errors in ETRO status. The wording of the legislation is quite clear that only an entire ETRO can be made into a permanent Traffic Regulation Order (TRO).

The regulations require the six-month consultation period to start again from the new date of advertising. The Monitoring and Evaluation (required as part of the ETRO process) will continue until the end of the calendar year (2023).

As previously reported to Committee, the maximum period for an ETRO to be in place is 18 months. It was originally envisaged that the orders would be advertised for six months, with review of the representations and implementation (where appropriate) taking 12 months. It is still anticipated, subject to any requirement for a hearing or referral to Scottish Ministers, that decision and implementation of any measures to be retained on a permanent basis can be completed within the original 18-month period (from November 2022 - May 2024).

Meadows to Greenbank – Quiet Route

Further engagement relating to the Meadows to Greenbank – Quiet Route scheme will begin soon, with discussions with Ward Councillors on the next steps for this scheme ongoing. An update will be provided to residents and other stakeholders by 15 June 2023.

Neighbourhood Environment Programme (NEP)	Dave Sinclair
The Council's NEP scheme has historically been deployed across the 12 old Neighbourhood areas as an addition to the Roads Capital budget allocation to develop and deliver local transport infrastructure and environmental improvements. During the period of Programme, the budget was used for a broad range of projects ranging from road and footway improvements to play areas in parks. In 2023/24, the budget for this is £0.5m (with an additional £0.2m carried forward from previous years to be added). As noted in the outstanding actions for Committee, a review of the methodology used to allocate funding is required. Officers are proposing to create a new approach to Local Travel Improvements which will consider local interventions and projects that improve mobility, connectivity and safety in local communities. The proposed programme is expected to be outcome driven and to make positive changes in local communities by: - Considering and mitigating the impact of vehicular traffic on local communities; - Working with communities to protect pedestrians and the most vulnerable road users; - Add value to capital infrastructure works to deliver better outcomes for local communities; and - Build on the knowledge of the new Road Safety and Local Travel team to deliver joint projects where appropriate. A priority-based assessment criteria will also be developed to ensure the most critical proposals and projects are delivered (considering a broad range of environmental factors including the Scottish Index of Multiple Deprivation). It is intended to circulate draft proposals for this programme to political groups before the summer recess, with a report back to Committee expected in September 2023.	**Wards Affected:** All
Road Safety Programme Update	Dave Sinclair
In response to recent changes within the Council's Road Safety team, over the summer period officers will be reviewing the commitments for road safety improvements,	**Wards Affected:** All

alongside the resources available, to develop a revised delivery programme for 2023/24 and 2024/25.	
Local Government Benchmarking Framework (LGBF) 2021/22 - Environmental Services An update on the 2021/22 LGBF for Environmental Services is attached to this Business Bulletin. An Edinburgh overview of the benchmarking framework was reported to Policy and Sustainability Committee on [23 May 2023].	[Catherine Stewart] **Wards Affected:** All

LGBF 2021/22 - Environment Services

1. This is an extract of the Environmental Services section of the Local Government Benchmarking Framework report considered at Policy and Sustainability Committee in May 2023. Below is the summary analysis followed by charts showing performance and relative position for all the indicators under this theme.

2. There are 13 indicators available for 2021/22 in the LGBF that relate to the efficiency and effectiveness of Environment Services. Two indicators are from the Scottish Household Survey data which is not available at a local authority level for 2021/22.

Environment Services - national context

3. Across Scotland there has been a 16% reduction in roads spending; 27% reduction in trading standards and environmental health spending; and 13% reduction in environmental services spending. Councils are also facing persistent recruitment challenges. According to a 2021 local government survey, more than half of all councils were experiencing skills shortages which were caused by or exacerbated by the combined impact of Covid and Brexit, with councils now facing recruitment challenges in areas not previously impacted. The areas hardest hit include Education, Social Care and Social Work, Facilities Management, HGV Drivers, and Environmental Health.

Environment Services – 2021/22 Edinburgh

4. Edinburgh's performance across Environmental Services shows a balanced picture both in terms of rankings and changes in performance. For rankings, the number of indicators in each quartile is similar pre-Covid and post-Covid as shown in the chart below.

Chart 6: Environment Services Ranking – LGBF 2021/22 compared with 2019/20
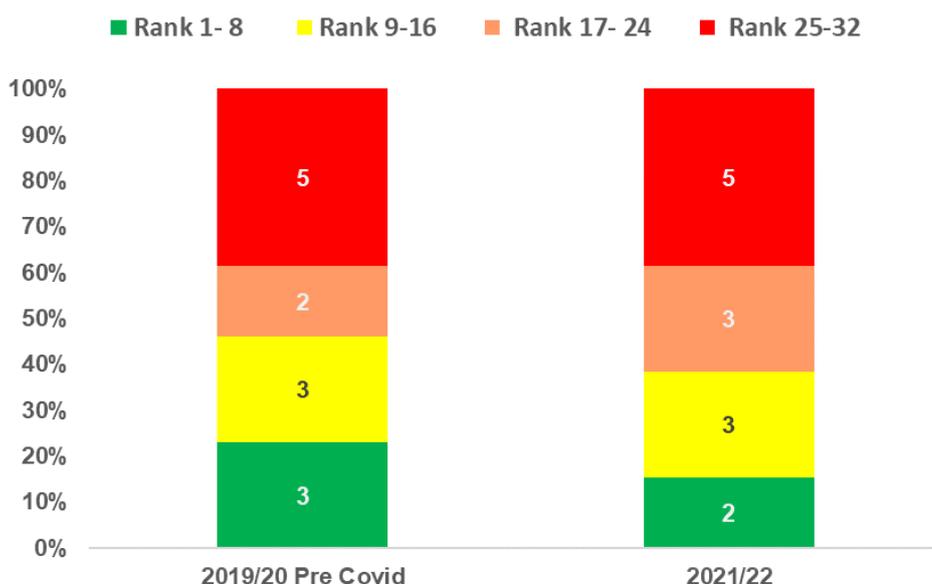
5. Likewise, our performance shows a balanced picture with 7 indicators increasing from pre-Covid and 6 indicators decreasing. Some indicators show a gradual increase in performance such as net cost of waste collection from pre-Covid to 2021/22 while others show the impact of Covid more directly such as Street Cleanliness Score. As for roads, we see small changes year on year on the condition

of the different classes of roads reflecting the programme of work undertaken each year. All road condition indicators are sitting in the middle two quartiles in 2021/22.

6. While the full set of charts for all Environmental Service indicators can be found in Appendix 1, we set out some indicators in more detail below.

7. Both the net cost of waste collection and disposal decreased with Edinburgh remaining the best performer for these indicators in the 3 city average, family group and below the Scottish average.

Net cost of waste collection per premise
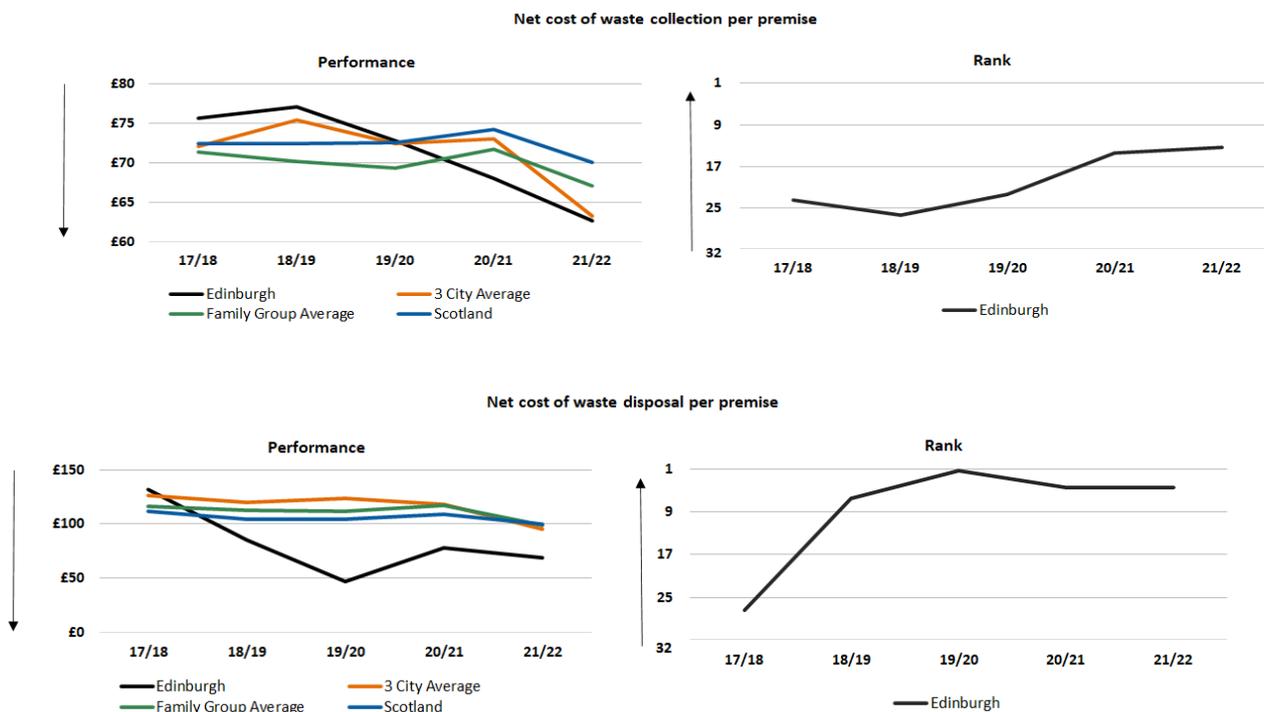
8. The recycling rate in Edinburgh improved, remaining above the three city average; slightly below the family group average and below but tracking the national average. Our ranking decreased by 2 places to 25.

% of total household waste arising that is recycled
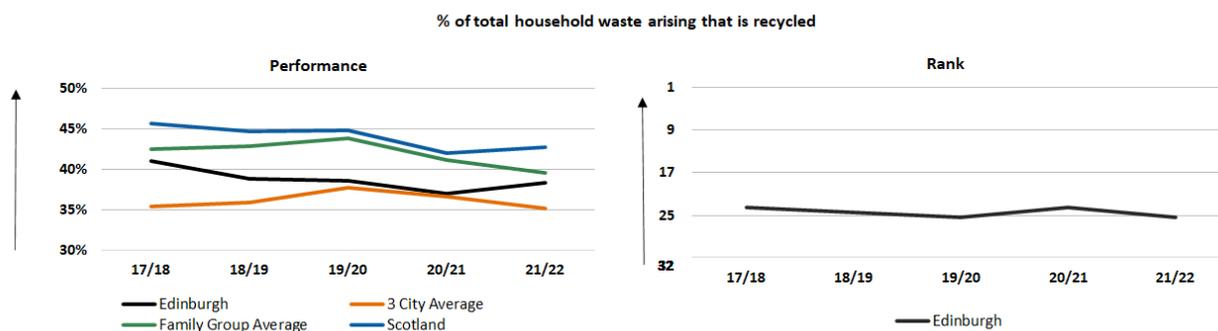
9. In 2020/21, our street cleanliness score decreased to 82% from a pre Covid high of 93% due in part to our redeployment of some staff to assist other waste services as a response to Covid. However, there is only a small increase between 2020/21 (81.8%) and 2021/22 (82.2%) as shown in the chart below. This is below the family group, the 3 city and Scotland averages for the second year in a row. However, an improved April 2022 figure (of 85%) shows progress continues to be made and we want to see this continue. We have already started to roll out new communal bin hubs and expect this to improve our street cleanliness scores, particularly in high density areas. We are also taking forward the Scottish Government's new strategy aimed at tackling both

littering and flytipping through behaviour change, making sure we have the correct service/infrastructure in place and enforcing littering and flytipping enforcement action. We are also reviewing our street cleansing service to make best use of and target our services.

Street Cleanliness Score
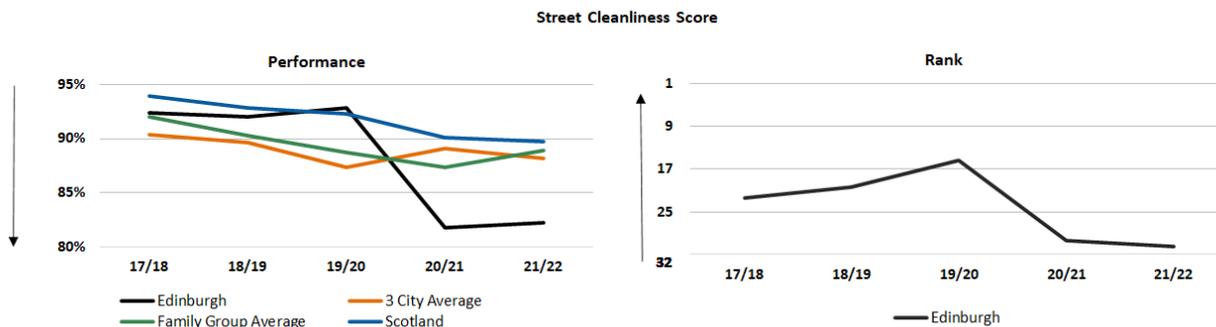
10. Cost of environmental health per 1,000 population increased on last year but remains lower than pre Covid levels. Historically this indicator has shown that Edinburgh includes services within Environmental Health that may not be available in other local authorities, and this contributes to the high cost of the service.

Cost of environmental health per 1,000 population
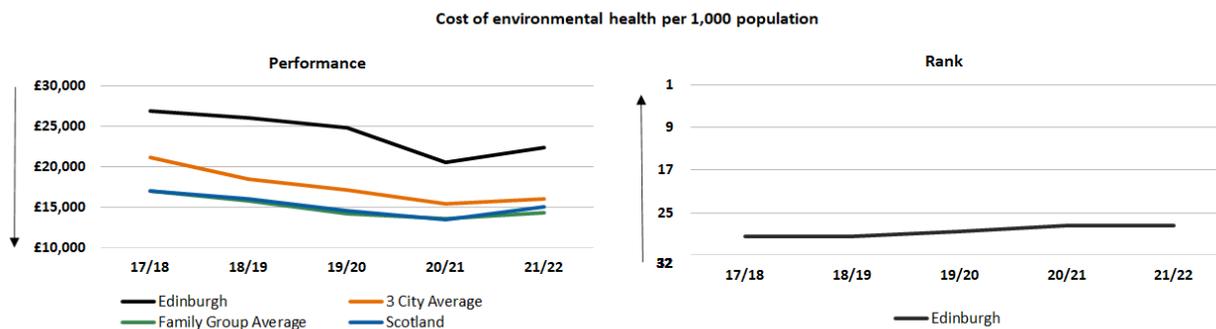
LGBF 2021/22 - Environmental Services

Charts showing performance and relative position for all the indicators under this theme.

ENV1a — Net cost of waste collection per premise

Performance	17/18	18/19	19/20	20/21	21/22
Edinburgh	£76	£77	£73	£68	£63
3 City Average	£72	£75	£72	£73	£63
Family Group Avera	£71	£70	£69	£72	£67
Scotland	£73	£72	£73	£74	£70

Rank	17/18	18/19	19/20	20/21	21/22
Edinburgh	23	26	22	14	13
3 City Min/Max	10	8	6	5	4
3 city max	31	31	31	31	28

Family Group = Other Services
Ranking Order (1 is Highest/ Lowest) = Lowest
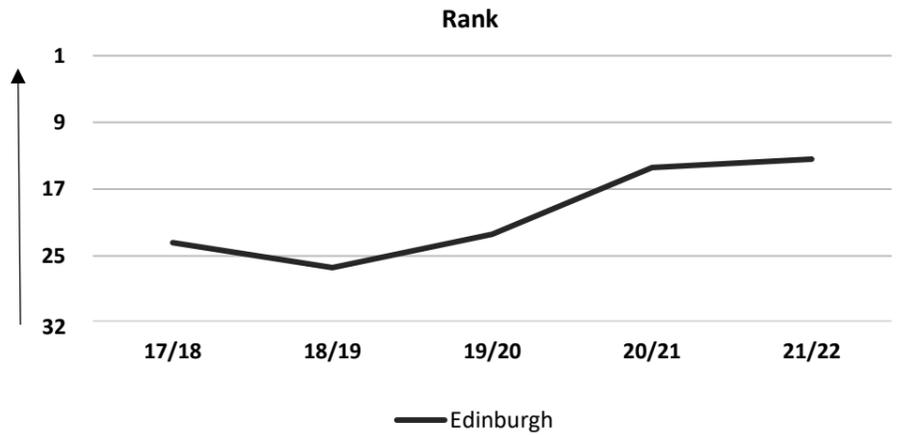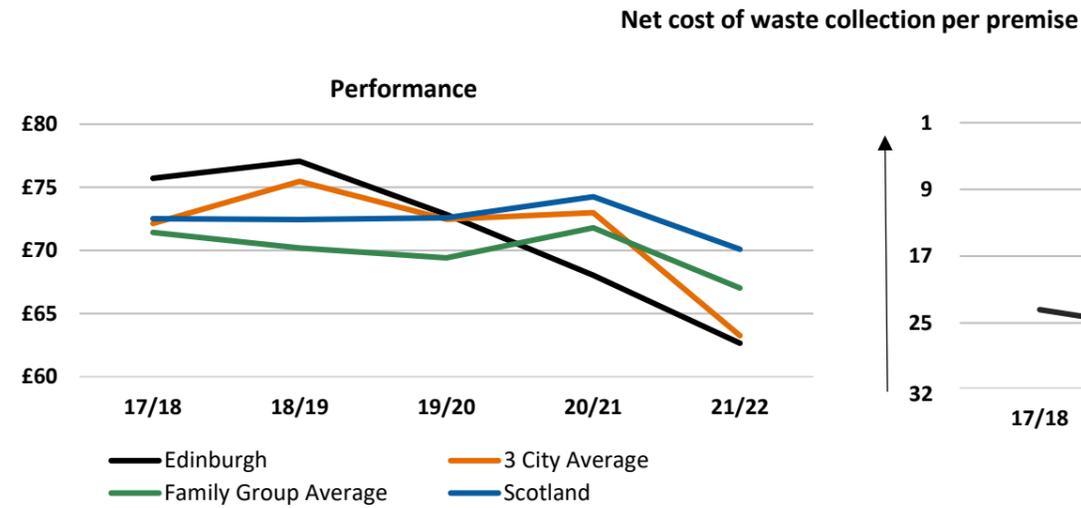
ENV2a — Net cost of waste disposal per premise

Performance	17/18	18/19	19/20	20/21	21/22
Edinburgh	£132	£86	£47	£78	£69
3 City Average	£126	£120	£123	£118	£95
Family Group Avera	£116	£113	£112	£117	£99
Scotland	£111	£105	£104	£109	£100

Rank	17/18	18/19	19/20	20/21	21/22
Edinburgh	27	6	1	4	4
3 City Min/Max	22	14	9	10	1
3 city max	29	29	29	26	27

Family Group = Other Services
Ranking Order (1 is Highest/ Lowest) = Lowest
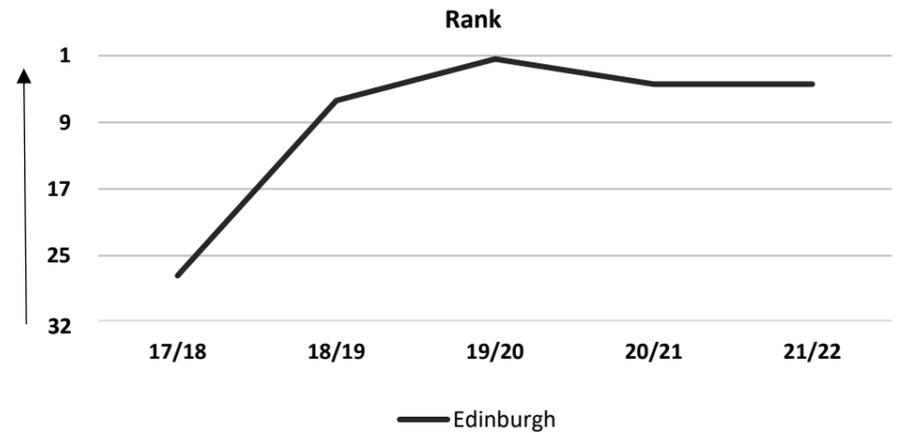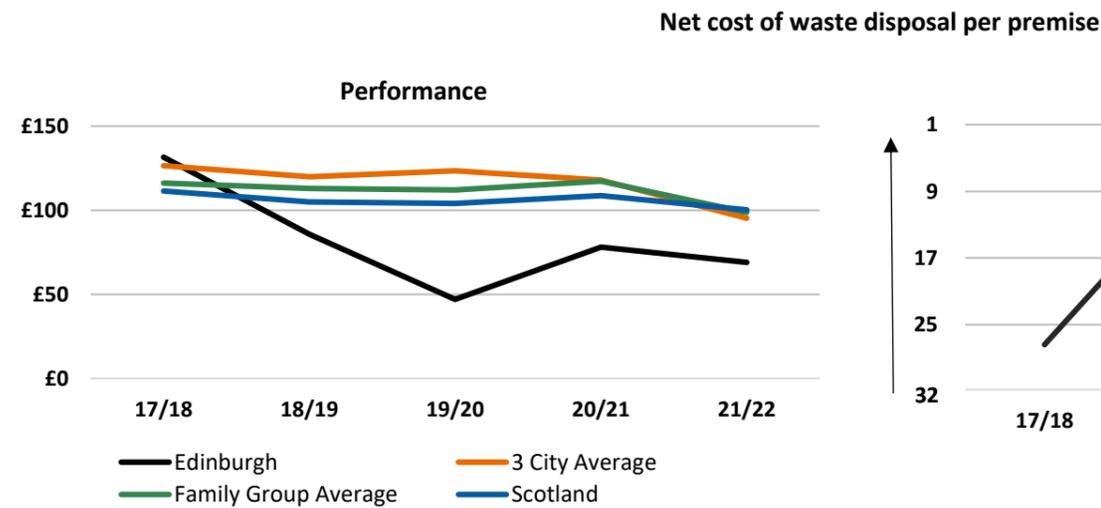
ENV3a — Net cost of street cleaning per 1,000 population

Performance	17/18	18/19	19/20	20/21	21/22
Edinburgh	£17,941	£18,048	£22,630	£19,126	£19,896
3 City Average	£22,651	£19,922	£18,731	£16,304	£15,562
Family Group Avera	£18,705	£17,610	£17,041	£15,694	£15,038
Scotland	£16,983	£15,999	£16,027	£14,873	£14,848

Rank	17/18	18/19	19/20	20/21	21/22
Edinburgh	26	23	30	29	28
3 City Min/Max	7	8	5	4	7
3 city max	32	32	32	32	31

Family Group = Other Services
*Ranking Order (1 is Highest/ Lowest) = Lowest*
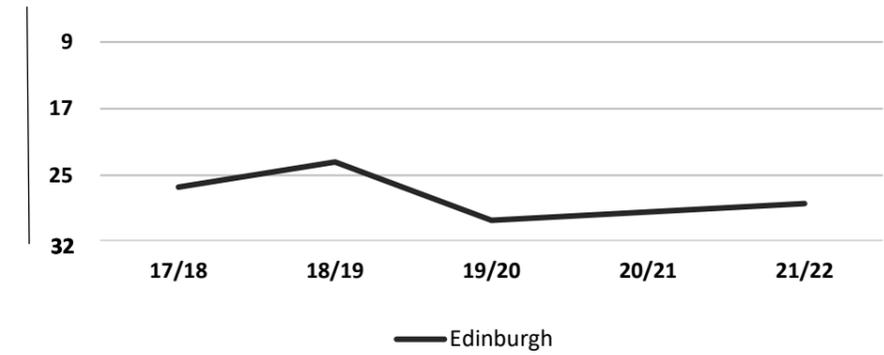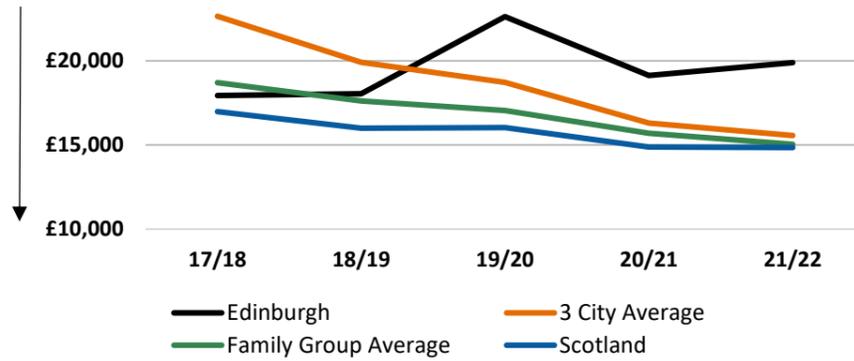
ENV3c	Street Cleanliness Score				
Performance	16/17	18/19	19/20	20/21	21/22
Edinburgh	92%	92%	93%	82%	82%
3 City Average	90%	90%	87%	89%	88%
Family Group Avera	92%	90%	89%	87%	89%
Scotland	94%	93%	92%	90%	90%

Rank	16/17	18/19	19/20	20/21	21/22
Edinburgh	22	20	15	30	31
3 City Min/Max	23	19	24	12	19
3 city max	31	31	29	29	28

Family Group = Other Services
Ranking Order (1 is Highest/ Lowest) = Highest

Street Cleanliness Score
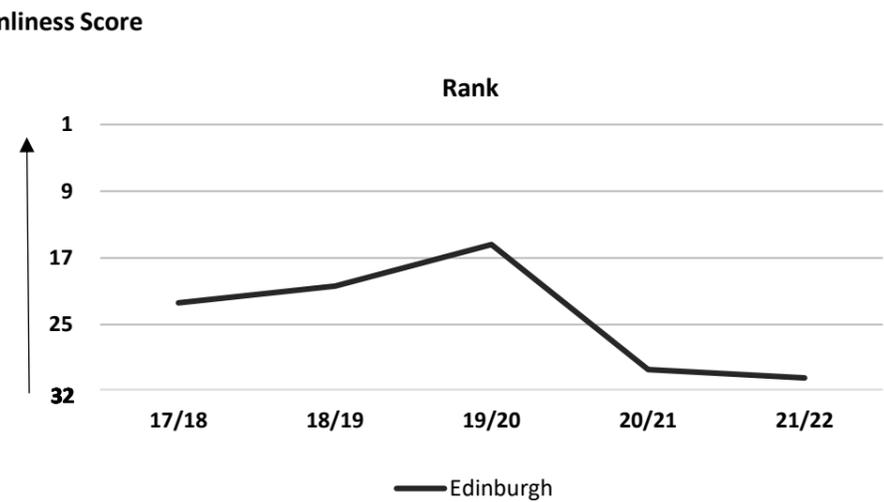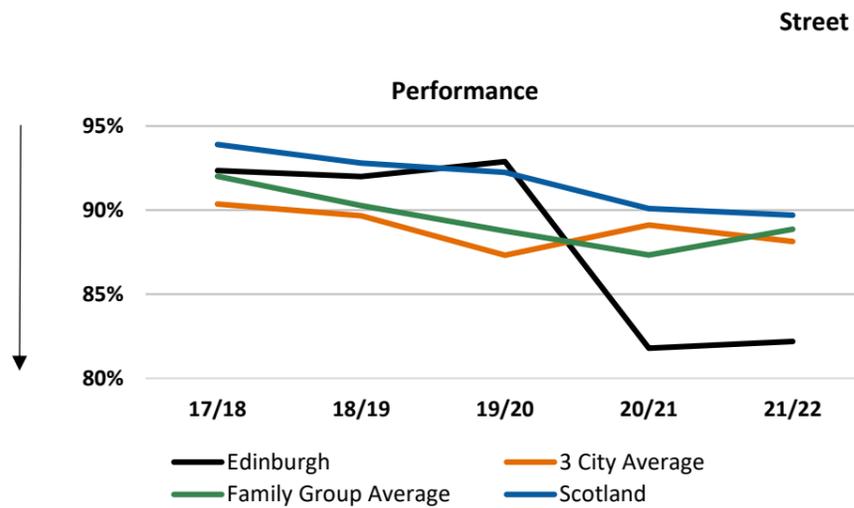
ENV4a	Cost of roads per kilometre				
Performance	17/18	18/19	19/20	20/21	21/22
Edinburgh	£21,176	£20,189	£22,310	£18,929	£15,355
3 City Average	£26,649	£18,706	£19,374	£33,575	£34,726
Family Group Avera	£21,505	£19,259	£18,428	£22,855	£25,314
Scotland	£11,559	£10,694	£10,290	£9,625	£11,242

Rank	17/18	18/19	19/20	20/21	21/22
Edinburgh	29	27	28	28	24
3 City Min/Max	23	22	23	26	25
3 city max	32	28	29	32	32

Family Group = Other Services
Ranking Order (1 is Highest/ Lowest) = Lowest

Cost of roads per kilometre
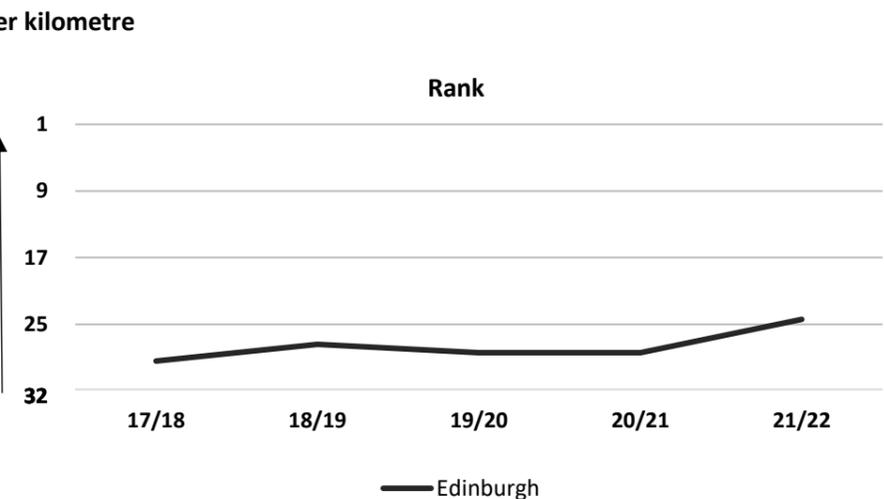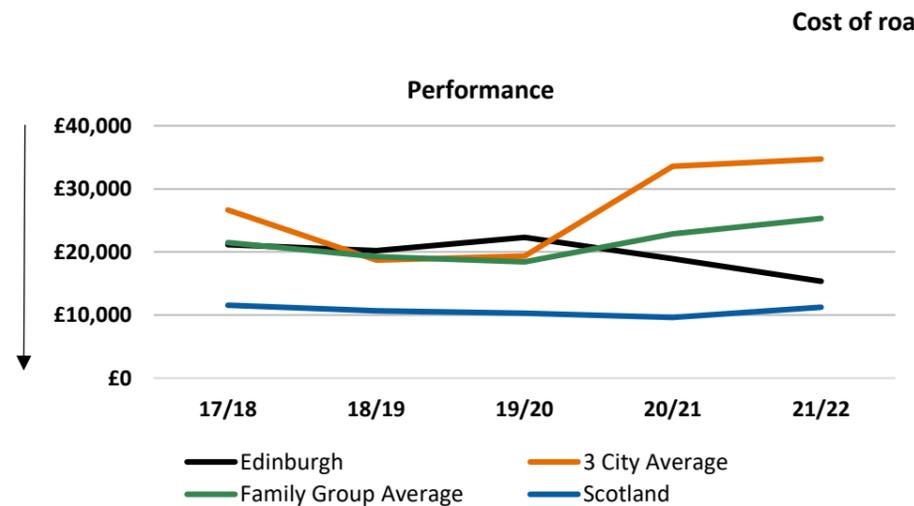
ENV4b — **% of A Class roads that should be considered for maintenance treatment**

| Performance	16/18	17/19	18/20	19/21	20/22
Edinburgh	27%	28%	29%	32%	30%
3 City Average	22%	25%	25%	23%	24%
Family Group Avera	24%	25%	25%	25%	23%
Scotland	30%	30%	31%	30%	28%

Rank	16/18	17/19	18/20	19/21	20/22
Edinburgh	17	18	19	23	24
3 City Min/Max	1	5	7	3	7
3 city max	20	23	21	22	27

Family Group = Other Services
Ranking Order (1 is Highest/ Lowest) = Lowest

% of A Class roads that should be considered for maintenance treatment
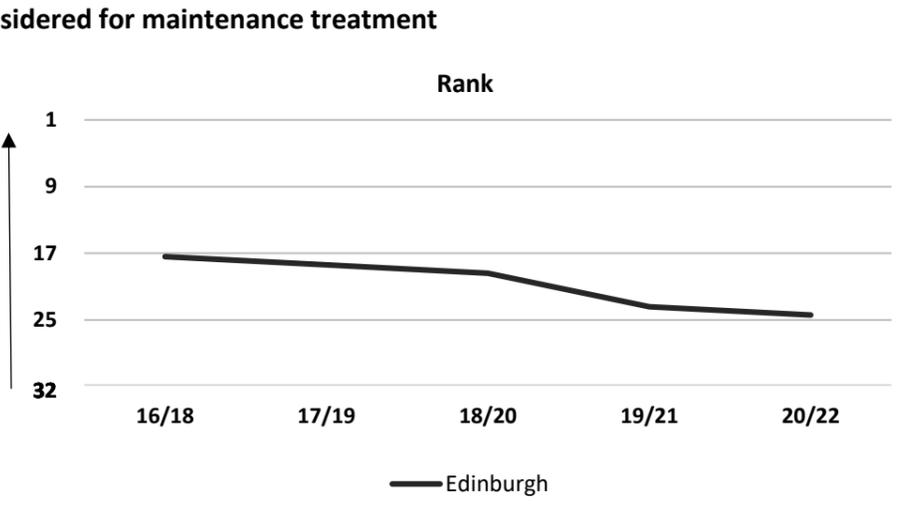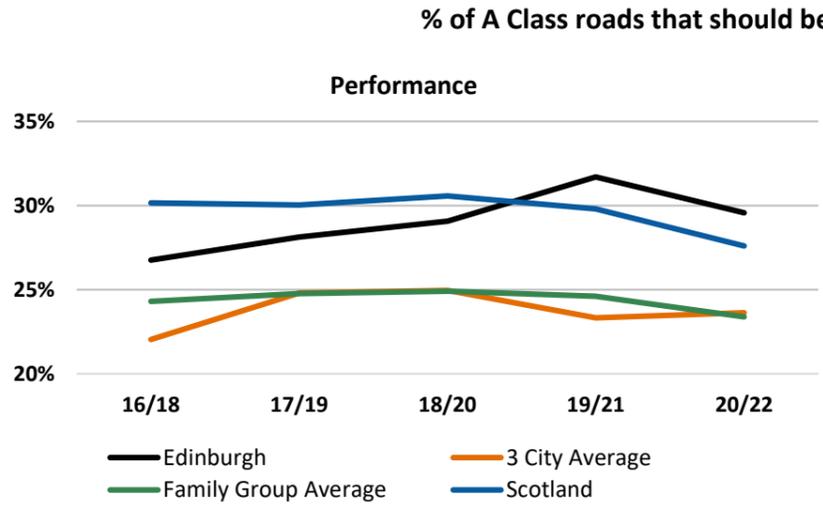
ENV4c — **% of B Class roads that should be considered for maintenance treatment**

Performance	16/18	17/19	18/20	19/21	20/22
Edinburgh	20%	23%	24%	28%	24%
3 City Average	20%	21%	23%	24%	25%
Family Group Avera	25%	24%	24%	26%	24%
Scotland	36%	36%	35%	34%	34%

Rank	16/18	17/19	18/20	19/21	20/22
Edinburgh	3	6	9	13	9
3 City Min/Max	1	1	2	5	6
3 city max	6	7	11	12	16

Family Group = Other Services
Ranking Order (1 is Highest/ Lowest) = Lowest

% of B Class roads that should be considered for maintenance treatment
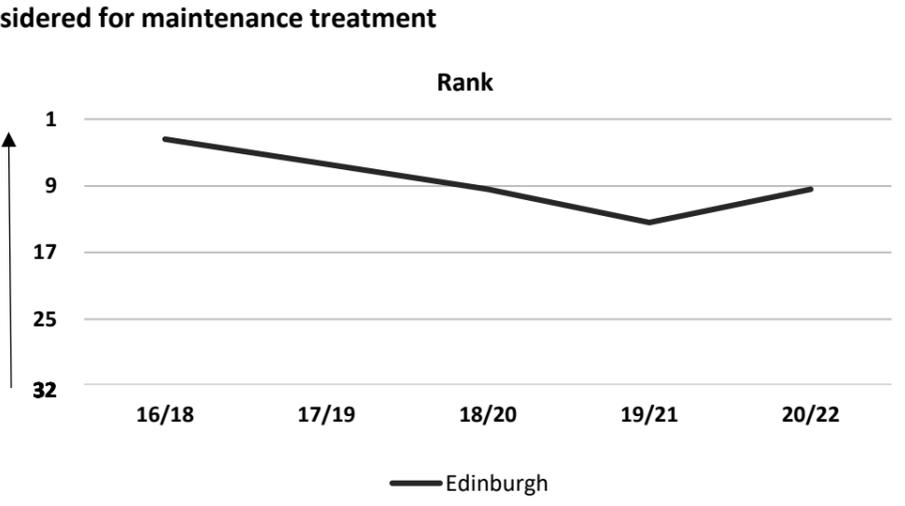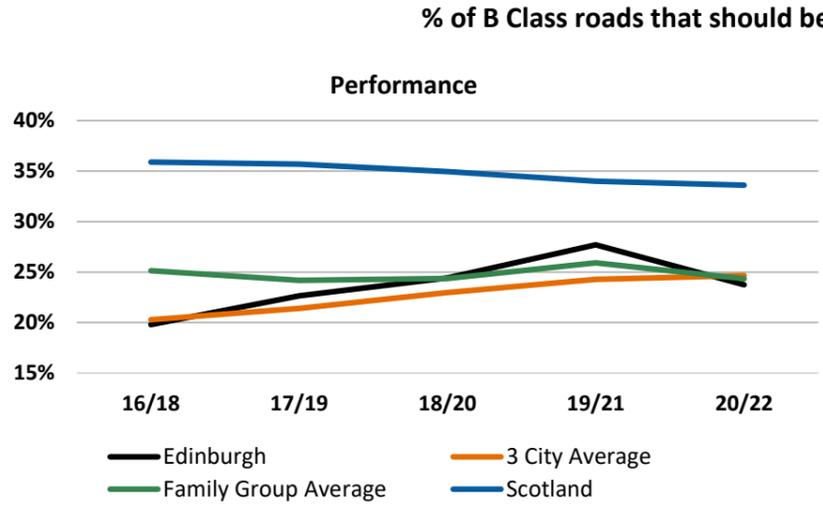
ENV4d — **% of C Class roads that should be considered for maintenance treatment**

| Performance	16/18	17/19	18/20	19/21	20/22
Edinburgh	30%	32%	28%	30%	28%
3 City Average	21%	20%	19%	19%	20%
Family Group Avera	27%	26%	25%	26%	25%
Scotland	36%	36%	35%	34%	33%

% of C Class roads that should be considered for maintenance treatment
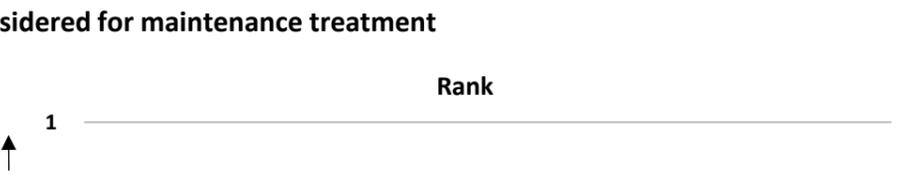
Rank	16/18	17/19	18/20	19/21	20/22
Edinburgh	10	12	8	13	12
3 City Min/Max	1	1	1	1	1
3 city max	7	7	5	6	7

Family Group = Other Services
*Ranking Order (1 is Highest/ Lowest) = Lowest*

Legend: Edinburgh, 3 City Average, Family Group Average, Scotland

Legend: Edinburgh
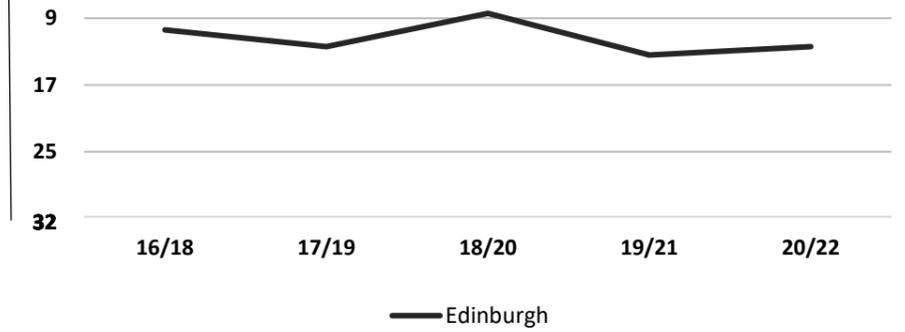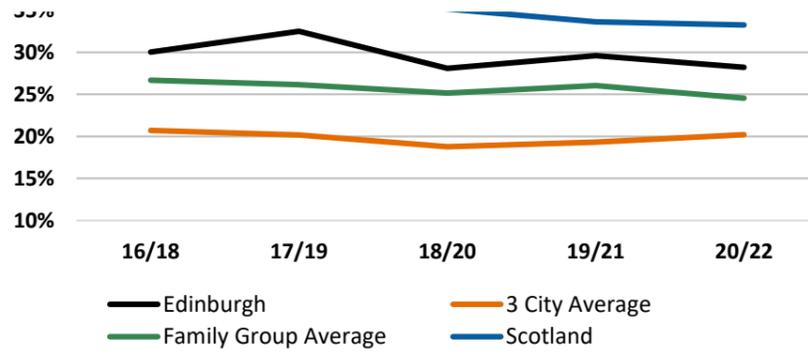
ENV4e   **% of U Class roads that should be considered for maintenance treatment**

| Performance	14/18	15/19	16/20	17/21	18/22
Edinburgh	39%	39%	35%	39%	39%
3 City Average	32%	31%	31%	29%	29%
Family Group Avera	35%	34%	34%	33%	32%
Scotland	39%	38%	38%	38%	37%

Rank	14/18	15/19	16/20	17/21	18/22
Edinburgh	21	21	14	20	20
3 City Min/Max	4	3	3	2	3
3 city max	8	8	7	7	7

Family Group = Other Services
Ranking Order (1 is Highest/ Lowest) = Lowest

% of U Class roads that should be considered for maintenance treatment

Performance

Rank

Legend: Edinburgh, 3 City Average, Family Group Average, Scotland

Legend: Edinburgh
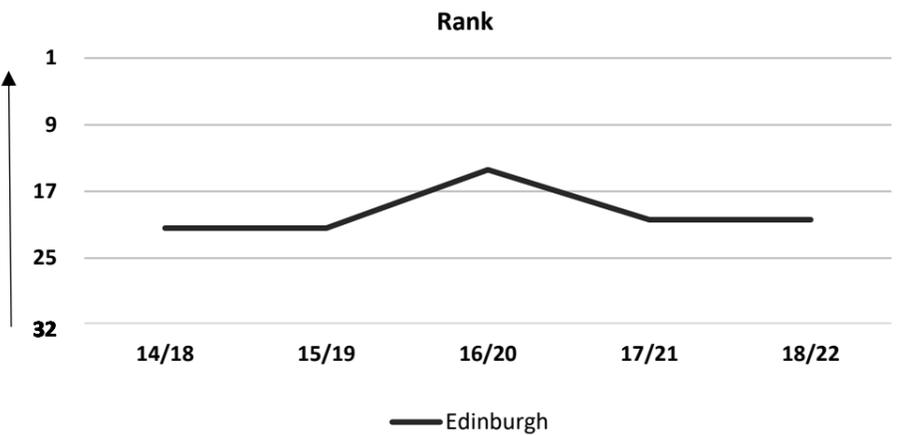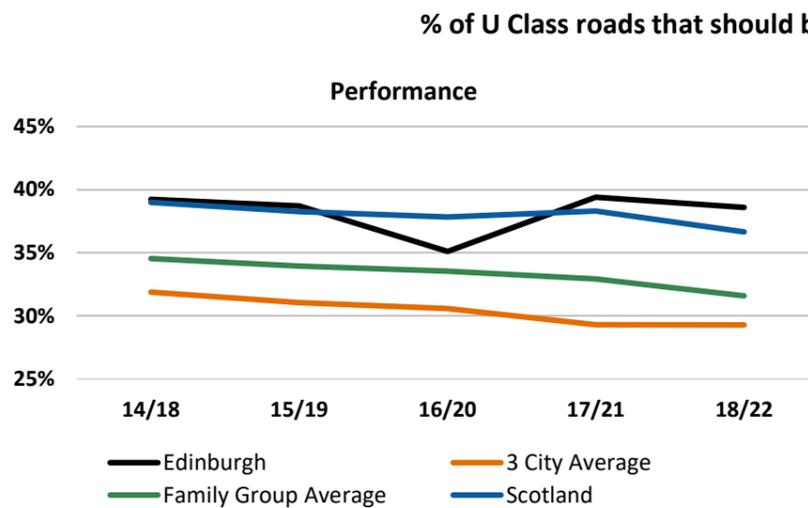
ENV5   **Cost of Trading Standards and environmental health per 1,000 population**

| Performance	17/18	18/19	19/20	20/21	21/22
Edinburgh	£31,191	£30,068	£28,192	£23,744	£25,587
3 City Average	£27,180	£23,500	£24,421	£21,570	£20,594
Family Group Avera	£23,596	£21,902	£21,322	£20,753	£20,667
Scotland	£23,508	£22,380	£21,023	£19,498	£20,947

Rank	17/18	18/19	19/20	20/21	21/22
Edinburgh	27	27	27	25	25
3 City Min/Max	23	19	21	13	8
3 city max	26	25	28	28	21

Family Group = Other Services
Ranking Order (1 is Highest/ Lowest) = Lowest

**Cost of Trading Standards and environmental health per 1,000 population**

Performance

Rank

Legend: Edinburgh, 3 City Average, Family Group Average, Scotland

Legend: Edinburgh
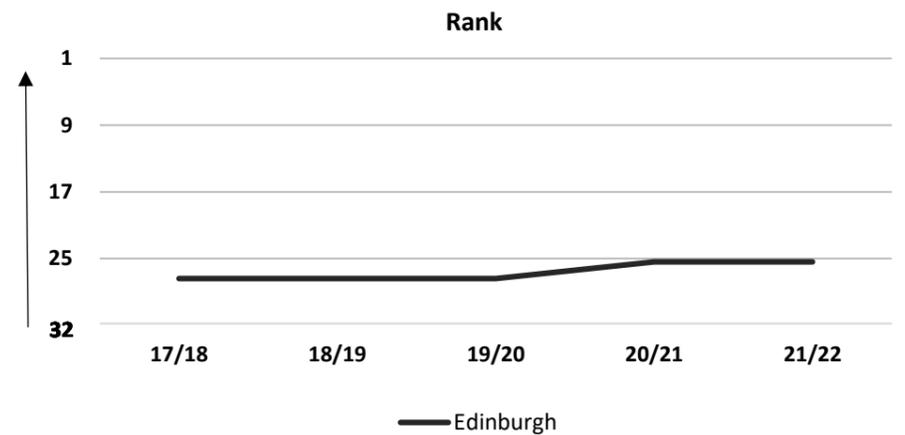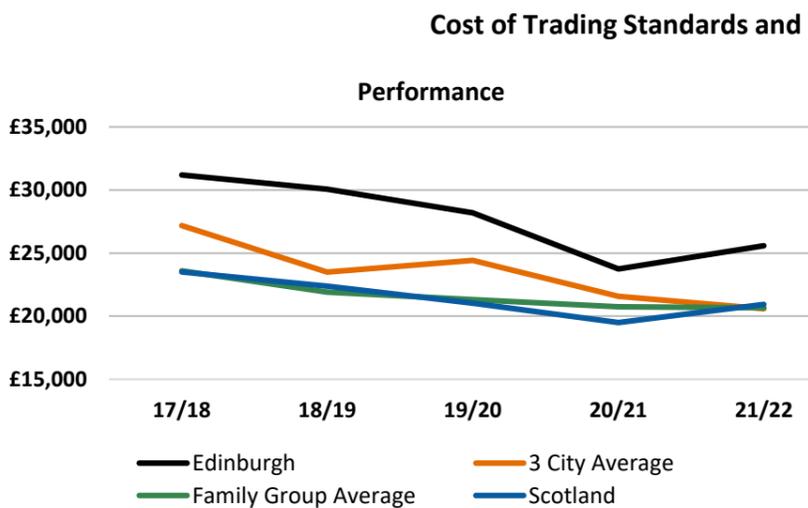
ENV5a — **Cost of Trading Standards per 1000**

Performance	17/18	18/19	19/20	20/21	21/22
Edinburgh	£4,277	£4,109	£3,408	£3,176	£3,374
3 City Average	£6,074	£5,051	£7,324	£6,161	£4,771
Family Group Avera	£6,553	£6,188	£7,194	£7,205	£6,550
Scotland	£6,475	£6,350	£6,497	£6,084	£6,088

Rank	17/18	18/19	19/20	20/21	21/22
Edinburgh	9	8	6	5	6
3 City Min/Max	11	9	13	7	2
3 city max	18	16	28	29	20

Family Group = Other Services
Ranking Order (1 is Highest/ Lowest) = Lowest

Cost of Trading Standards per 1000
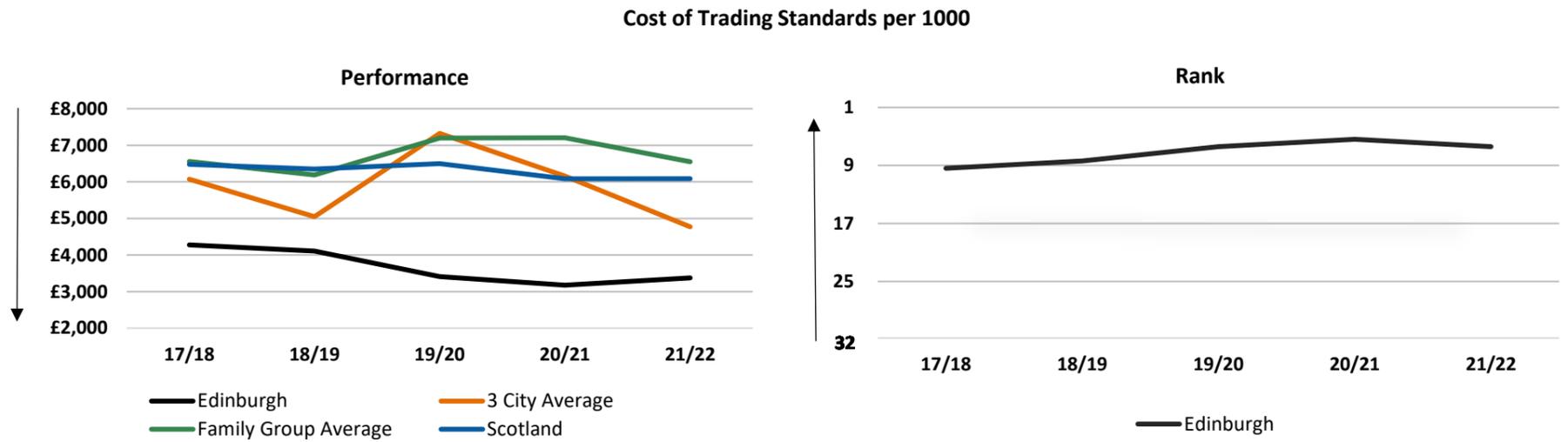
ENV5b — **Cost of environmental health per 1,000 population**

Performance	17/18	18/19	19/20	20/21	21/22
Edinburgh	£26,914	£25,959	£24,784	£20,568	£22,302
3 City Average	£21,105	£18,449	£17,098	£15,409	£15,949
Family Group Avera	£17,043	£15,714	£14,128	£13,548	£14,290
Scotland	£17,033	£16,030	£14,526	£13,414	£15,019

Rank	17/18	18/19	19/20	20/21	21/22
Edinburgh	29	29	28	27	27
3 City Min/Max	23	22	22	21	17
3 city max	27	26	25	25	23

Family Group = Other Services
Ranking Order (1 is Highest/ Lowest) = Lowest

Cost of environmental health per 1,000 population
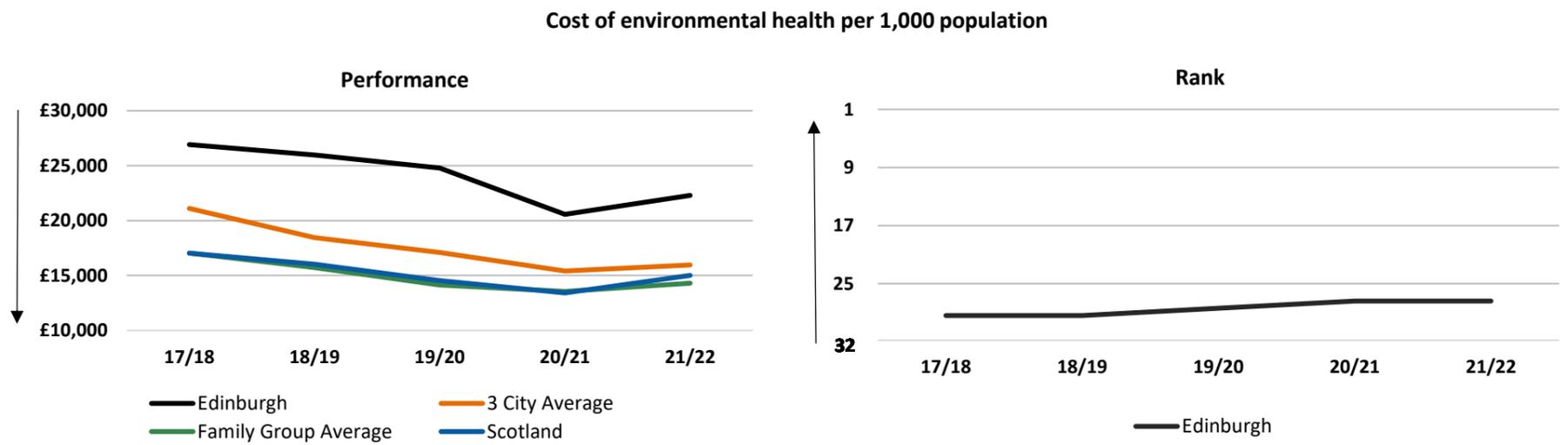
ENV6 — **% of total household waste arising that is recycled**

Performance	17/18	18/19	19/20	20/21	21/22
Edinburgh	41%	39%	39%	37%	38%
3 City Average	35%	36%	38%	37%	35%
Family Group Avera	42%	43%	44%	41%	40%
Scotland	46%	45%	45%	42%	43%

% of total household waste arising that is recycled

Rank	17/18	18/19	19/20	20/21	21/22
Edinburgh	23	24	25	23	25
3 City Min/Max	20	18	17	15	16
3 city max	29	29	29	30	30

Family Group = Other Services
*Ranking Order (1 is Highest/ Lowest) = Highest*
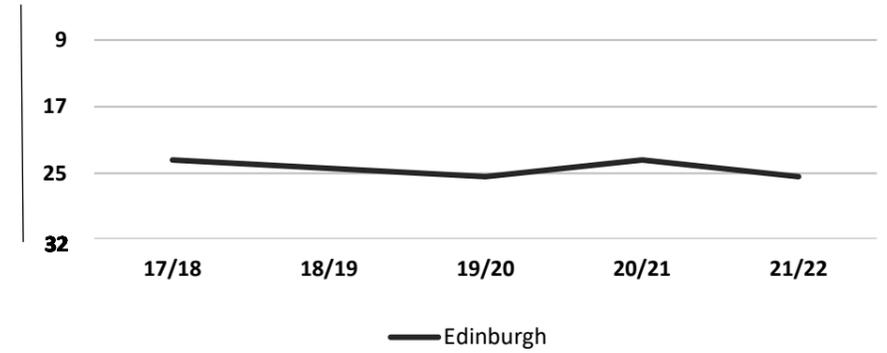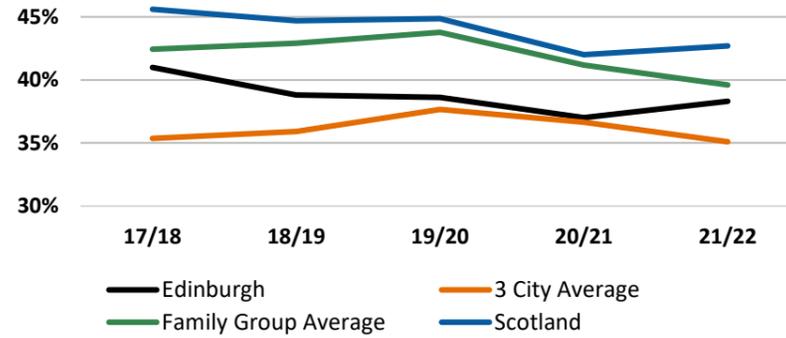
ENV7a % of adults satisfied with refuse collection

Performance	15/18	16/19	17/20	18/21	19/22
Edinburgh	63%	64%	65%	69%	
3 City Average	79%	78%	75%	73%	
Family Group Avera	79%	76%	74%	73%	
Scotland	79%	76%	74%	75%	

% of adults satisfied with refuse collection

Rank	15/18	16/19	17/20	18/21	19/22
Edinburgh	32	31	28	25	
3 City Min/Max	15	9	12	12	
3 city max	26	25	25	29	

Family Group = Other Services
Ranking Order (1 is Highest/ Lowest) = Highest
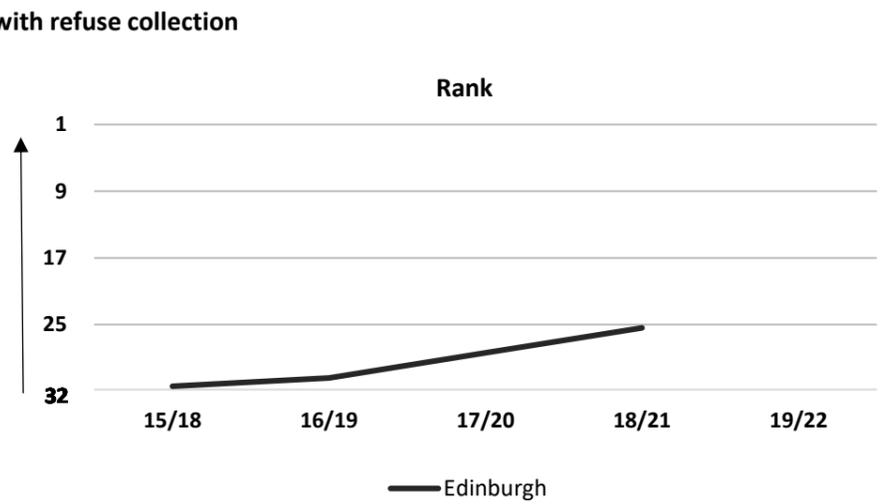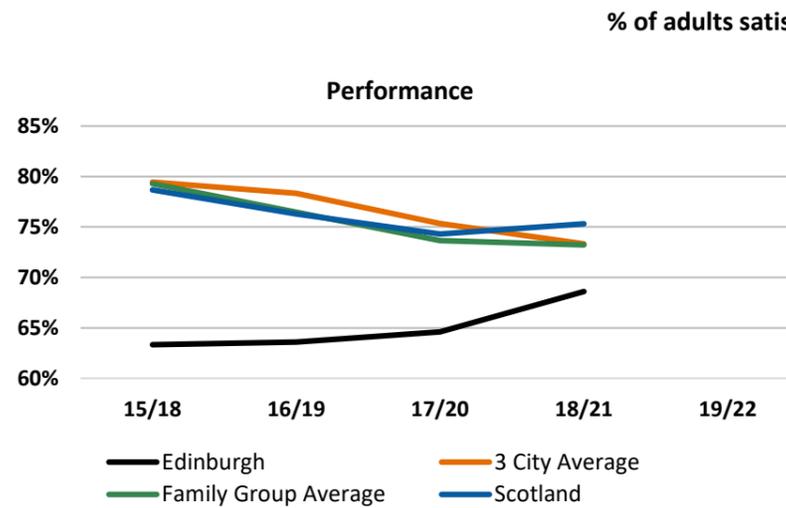
Performance

Rank

ENV7b % of adults satisfied with street cleaning

Performance	15/18	16/19	17/20	18/21	19/22
Edinburgh	61%	61%	60%	57%	
3 City Average	69%	66%	62%	57%	
Family Group Avera	71%	66%	62%	59%	
Scotland	70%	66%	63%	60%	

% of adults satisfied with street cleaning

Rank	15/18	16/19	17/20	18/21	19/22
Edinburgh	29	28	24	24	
3 City Min/Max	2	4	8	15	
3 city max	32	30	30	31	

Family Group = Other Services
Ranking Order (1 is Highest/ Lowest) = Highest

Performance

Rank