

From: [REDACTED],
Sent: 03 July 2025 15:09
To: [REDACTED],@transport.gov.scot>;
Subject: FOR REVIEW - Peak Fares - Reston and Lockerbie

Dear All

1. ScotRail are responsible for setting fares on the majority of point-to-point journeys in Scotland. However, there are some exceptions where ScotRail do not set the fare:
 - a. Journeys to/from Lockerbie (ScotRail do not provide services at this station).
 - b. Journeys to/from Reston (ScotRail do not provide services at this station).
2. ScotRail peak fares will be permanently removed from 1 September 2025 but they do not provide services to/from Reston or Lockerbie Station. These services are provided and funded by UK Government train operating companies, TransPennine Express (TPE), LNER and Avanti West Coast (AWC). There are no plans for ScotRail to introduce services to these two stations. This has been investigated several times in the past but cannot be delivered efficiently by extending an existing service to these towns. It would require the leasing of additional trains and recruitment of staff resulting in an increased cost of several million pounds each year. It is therefore most cost efficient to the public purse for cross-border operators to serve these stations.
3. The fares that TPE and AWC charge are mainly set by the operators themselves and the UK Government. During the pilot, TPE removed peak fares on services from Reston station within Scotland.
4. Cab Sec asked us to investigate whether a similar arrangement could be established for Reston and Lockerbie to coincide with the permanent removal of ScotRail peak fares.
5. Rail officials have discussed with TPE and DfT officials whether peak fares could be removed on TPE journeys within Scotland from Reston and Lockerbie either on a permanent or trial basis. TPE believe the estimated cost is [REDACTED s30(b)(i)] although this may be lowered if demand is greater than expected. However, this is not included in the ~£38.6million/annum costs of removing ScotRail peak fares.
6. As Cab Sec is meeting the UK Rail Minister on Monday we've added briefing on this topic and suggested she ask whether [REDACTED s30(b)(i)]
7. [REDACTED s30(b)(i)], can you advise how we seek the appropriate consents with TS, SG before we approach Ministers for a decision as these costs [REDACTED s30(b)(i)]

Many thanks

[REDACTED],

ATTACHMENT

Ministerial Meeting between the Cabinet Secretary for Transport, Fiona Hyslop and Minister for Rail, Lord Peter Hendy

Date and time of engagement	Monday 7 July, 15:45 - 16:30
Where	House of Lords, London
Key message	
Who	UK Minister for Rail, Lord Peter Hendy
Why	
Official support required	Bill Reeve, Director of Rail, [redacted]
Media handling	No media handling required
Agenda	OUT OF SCOPE (...) Permanent removal of peak fares – Reston & Lockerbie

Annex A

Agenda

4. Permanent removal of peak fares – Reston & Lockerbie

4. Permanent removal of peak fares – Reston & Lockerbie

Background

8. ScotRail are responsible for setting fares on the majority of point-to-point journeys in Scotland. However, there are some exceptions where ScotRail do not set the fare:
 - a. Journeys to/from Lockerbie (ScotRail do not provide services at this station).

- b.
 - c. Journeys to/from Reston (ScotRail do not provide services at this station).
9. ScotRail peak fares will be permanently removed from 1 September 2025 but they do not provide services to/from Reston or Lockerbie Station. These services are provided and funded by UK Government train operating companies, TransPennine Express (TPE), LNER and Avanti West Coast (AWC). There are no plans for ScotRail to introduce services to these two stations. This has been investigated several times in the past but cannot be delivered efficiently by extending an existing service to these towns. It would require the leasing of additional trains and recruitment of staff resulting in an increased cost of several million pounds each year. It is therefore most cost efficient to the public purse for cross-border operators to serve these stations.
10. The fares that TPE and AWC charge are mainly set by the operators themselves and the UK Government. During the pilot, TPE removed peak fares on services from Reston station within Scotland.
11. Officials have discussed with TPE and DfT officials whether peak fares could be removed on TPE journeys within Scotland from Reston and Lockerbie either on a permanent or trial basis. TPE believe the estimated cost [REDACTED s30(b)(i)] although this may be lowered if demand is greater than expected. However, this is not included in the ~£38.6million/annum costs of removing ScotRail peak fares.

Questions

12. [REDACTED s30(b)(i)] peak fares on routes within Scotland from Reston and Lockerbie stations [REDACTED s30(b)(i)]
13. This would allow for an evaluation of the impact of the removal to be undertaken and longer term financial support identified between our respective governments?

From: [REDACTED] @transport.gov.scot>
Sent: 14 July 2025 09:05
To: [REDACTED] @tpexpress.co.uk
Subject: Removal of Peak Fares - TPE

Morning [REDACTED],

Thanks for meeting a couple of weeks ago to have a catch up on peak fare removal and its various permutations, and then for providing some cost estimates for what we discussed.

After consultation with the Cabinet Secretary, reaching an agreement to fund the removal of peak fares from TPE services to/from Reston and Lockerbie is not

something that we'd look to pursue at this moment. The issue will be kept under review, and if there's any change to the situation we'll be in touch.

Thanks,

[REDACTED]



TRANSPORT
SCOTLAND
CÒMHDHAIL ALBA

[REDACTED]

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From: [REDACTED] On Behalf Of Cabinet Secretary for Transport

Sent: 09 July 2025 09:44

To: [REDACTED] @transport.gov.scot>; Cabinet Secretary for Transport
<CabSecfortransport@gov.scot>

Cc: Transport Scotland Ministerial Submissions List <DLEEPTSMSL@gov.scot>;
Colin McAllister <Colin.McAllister@gov.scot>

Subject: RE: Urgent Submission - Permanent Removal of Peak Fares - Follow up
decisions

This email is for the official record and confirms a Ministerial Decision. This email
must be placed in the official record (eRDM) by your team in line with SG records
management policy.

Good morning,

Ms Hyslop is content with the recommendations and would like these areas kept
under review for next year.

Thanks,

[REDACTED] Cabinet Secretary for Transport – Fiona Hyslop MSP | Scottish
Government | [REDACTED] cabsecfortransport@gov.scot

From: [REDACTED]

Sent: 08 July 2025 09:31

To: Cabinet Secretary for Transport <CabSecfortransport@gov.scot>

Cc: Transport Scotland Ministerial Submissions List <DLEEPTSMSL@gov.scot>;
Colin McAllister <Colin.McAllister@gov.scot>;

Subject: Urgent Submission - Permanent Removal of Peak Fares - Follow up decisions

Good morning PO,

With thanks for providing an extension to the Cabinet Secretary's box closure, please find attached a submission an urgent submission seeking the Cabinet Secretary's views on some follow up decisions relating to the permanent removal of peak fares.

eRDM link: Rail Policy - Removal of Peak Fares - Submission - Follow up decisions - July 2025 details - Objective

Thanks,
[REDACTED]



[REDACTED] Policy Manager – Future of Public Transport |
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Attachment – Submission

TS: Rail Futures and Strategy
08 July 2025

Cabinet Secretary for Transport

Permanent Removal of ScotRail Peak Fares – Follow up decisions

Priority and Purpose

1. Urgent – a decision is required by 11 July. To provide you with options for Lockerbie and Reston stations which are not served by ScotRail services, permanent removal of ScotRail peak fares from 1 September 2025.

Recommendation

2. Recommends that you:

For Lockerbie and Reston stations:

- a) Note the engagement undertaken with the Department for Transport and TransPennine Express (TPE), and that the only feasible option for delivery would be to remove peak fares on TPE only fares on journeys within Scotland to/from Lockerbie and Reston.
- b) Confirm if you are content with the recommendation to not fund the removal of peak fares on TPE operated journeys to/from Lockerbie and

Reston due to the relatively limited benefit this measure would bring when factoring in the peculiarities for the UK-wide fares system, and the additional pressure it will create on budgets on a recurring basis

Context and Issues

Lockerbie and Reston

3. ScotRail is responsible for setting fares on the majority of point-to-point journeys within Scotland, however there are some exceptions where ScotRail do not set the fare. Three stations are affected: Lockerbie and Reston, which are served principally by TPE,
4. Transport Scotland officials have engaged with TPE and DfT to understand options for peak fares to be removed from TPE journeys within Scotland calling at Lockerbie and Reston stations before 9.00am.
5. During the pilot, no arrangements were put in place to remove peak fares from Lockerbie station [REDACTED s30(b)(i)]. Peak fares however were removed from TPE services calling at Reston station from 01 October 2023, until 01 June 2024. This was possible as Transport Scotland partly funded the Edinburgh to Newcastle service through a joint agreement with Rail North Partnership and DfT. Transport Scotland no longer part funds TPE, therefore similar arrangements cannot be put in place for the permanent removal of [REDACTED s30(b)(i)] peak fares.

Options Considered and Advice

Lockerbie and Reston

6. [REDACTED s30(b)(i)]
- 7.
8. Whilst some Avanti (for Lockerbie) or LNER (for Reston) services do call at these stations during the peak period, the calling patterns of these services are less consistent compared to TPE. [REDACTED s30(b)(i)]
9. Following an approach from Transport Scotland, DfT instructed TPE to estimate the potential cost of removing peak fares on journeys to or from Lockerbie and Reston within Scotland. It is estimated that this would cost in the region [REDACTED s30(b)(i)] for the first full year of operation. The exact cost is uncertain, and there is a risk this could rise. Alternatively, if enough journeys are stimulated, the cost could fall. [REDACTED s30(b)(i)]
10. [REDACTED s30(b)(i)]
11. The removal of peak fares is being held as [REDACTED s30(b)(i)]. The costs of removing peak fares on [REDACTED s30(b)(i)] services from Reston and

Lockerbie, are not [REDACTED s30(b)(i)], or included in the AO assessment or business case. Therefore, the additional spend required to meet the cost of these [REDACTED s30(b)(i)].

Lockerbie and Reston

12. As outlined above, due to peculiarities with the UK-wide rail fares system, peak fares could only be removed on [REDACTED s30(b)(i)] This peculiarity is not something which is within the gift of the Scottish Government to rectify.

[REDACTED s30(b)(i)]

13. On balance, when taking in to account the advice above – particularly the financial context, officials would recommend that Transport Scotland does not provide funding for the removal of peak fares [REDACTED s30(b)(i)] for passengers using Lockerbie and Reston stations.

Contribution to the Government's Four Priorities

14. The removal of peak fares contributes to the Government's priorities of growing the economy, and ensuring high quality public services.

Risks to Delivery

15. [REDACTED s30(b)(i)]
- 16.

Verity House Agreement Implications

17. N/A

New Deal for Business Implications

18. N/A

Legal Considerations

19. N/A

Financial Considerations

20. As outlined in paragraph 15 [REDACTED s30(b)(i)]
21. The costs of removing peak fares [REDACTED s30(b)(i)]

22. services from Reston and Lockerbie, are not factored in [REDACTED s30(b)(i)]
Sensitivities

23. [REDACTED s30(b)(i)]

Quality Assurance

24. This submission has been reviewed by Bill Reeve, Director of Rail.

Conclusion and next Steps

25. Officials recommend that you:

For Lockerbie and Reston stations:

- a) Note the engagement undertaken with the Department for Transport and TransPennine Express (TPE), and that the [REDACTED s30(b)(i)] only fares on journeys within Scotland to/from Lockerbie and Reston.
- b) Confirm if you are content with the recommendation to not fund the removal of peak fares on TPE operated journeys to/from Lockerbie and Reston due to the relatively limited benefit this measure would bring when factoring in the peculiarities for the UK-wide fares system, and the additional pressure it will create on budgets on a recurring basis

[REDACTED]
TS Rail Futures and Strategy

Cabinet Secretaries and Ministers Copy List	For Action	For Information Portfolio interest	For Information Constituency interest	For Information General awareness
Cabinet Secretary for Transport	X			

Officials Copy List
Transport Scotland Ministerial Submissions List Colin McAllister [REDACTED] TS Rail Directorate Communications

Annex A

OFFICIAL - SENSITIVE

Current Morning Peak Services

Lockerbie morning peak services			
Glasgow Central		Edinburgh Waverley	
Inbound (from Glasgow)	Outbound (to Glasgow)	Inbound (from Edinburgh)	Outbound (to Edinburgh)
Departs at 06:29 Arrives at 07:25 Operated by Avanti	Departs at 07:10 Arrives at 08:22 Operated by TPE	Departs at 06:12 Arrives at 07:10 Operated by TPE	Departs at 08:35 Arrives at 09:55 Operated by TPE
Departs at 07:11 Arrives at 08:11 Operated by TPE	Departs at 08:14 Arrives at 09:16 Operated by Avanti	Departs at 08:12 Arrives at 09:09 Operated by TPE	
Departs at 07:44 Arrives at 08:59 Operated by TPE			

Reston morning peak services – Edinburgh Waverley	
Inbound (from Edinburgh)	Outbound (to Edinburgh)
N/A	Departs at 07:29 Arrives at 08:09 Operated by LNER
	Departs at 08:11 Arrives at 08:56 Operated by TPE

Dunbar morning peak services – Edinburgh Waverley	
Inbound (from Edinburgh)	Outbound (to Edinburgh)
Departs at 07:04 Arrives at 07:24 Operated by Cross Country (Note – eligible for off-peak fare)	Departs at 06:51 Arrives at 07:22 Operated by ScotRail
	Departs at 07:45 Arrives at 08:09 Operated by LNER
	Departs at 08:27 Arrives at 08:56 Operated by TPE
	Departs at 08:57 Arrives at 09:24 Operated by LNER

From: [REDACTED] **On Behalf Of** Cabinet Secretary for Transport
Sent: 13 June 2025 12:15
To: [REDACTED] @transport.gov.scot>; Cabinet Secretary for Transport

OFFICIAL - SENSITIVE

<CabSecfortransport@gov.scot>

Cc: First Minister <FirstMinister@gov.scot>; Minister for Agriculture and Connectivity <MinisterforAC@gov.scot>; Permanent Secretary <PermanentSecretary@gov.scot>; DG Net Zero <DGNetZero@gov.scot>; Chief Executive Transport Scotland <ceo@transport.gov.scot>; Kate Higgins <Kate.Higgins@gov.scot>; Transport Scotland Ministerial Submissions List <DLEEPSMSL@gov.scot>;

Subject: RE: For Urgent Review - Submission - Peak Fares Removal - Options for Implementation - 11 June 2025

This email is for the official record and confirms a Ministerial Decision. This email must be placed in the official record (eRDM) by your team in line with SG records management policy.

Hi [REDACTED],

Ms Hyslop has considered the submission, and I have added her comments in capitals below.

1. Recommends that you:
 - a. Confirm you are content that officials liaise with UK TOCs and DfT to explore options for stations served only by cross-border services, noting that it is likely that these stations will not benefit from the removal of peak fares. YES

Any questions on this please let me know.

Thanks
[REDACTED]

From: [REDACTED] @transport.gov.scot>

Sent: 11 June 2025 17:12

To: Cabinet Secretary for Transport <CabSecfortransport@gov.scot>

Cc: First Minister <FirstMinister@gov.scot>; Minister for Agriculture and Connectivity <MinisterforAC@gov.scot>; Permanent Secretary <PermanentSecretary@gov.scot>; DG Net Zero <DGNetZero@gov.scot>; Chief Executive Transport Scotland <ceo@transport.gov.scot>; Kate Higgins <Kate.Higgins@gov.scot>; Transport Scotland Ministerial Submissions List <

Subject: For Urgent Review - Submission - Peak Fares Removal - Options for Implementation - 11 June 2025

Good afternoon PO,

Please find attached a submission on implementation options for the permanent removal of peak fares from ScotRail services. I would be grateful if the Cabinet Secretary could review and advise if she is content with the recommendations.

ScotRail have advised that in order to successfully deliver the removal of peak fares on time, a decision on implementation needs to be made in advance of 13 June. Therefore I would be grateful if the Cabinet Secretary could respond by COP on 13 June.

I have also attached the Outline Business Case, and Accountable Officer Assessment.

Thanks,

[REDACTED]

eRDM links:

Rail Policy - Removal of Peak Fares - Options for implementation - Ministerial Submission - 11 June 2025 details - Objective

Rail Policy - Peak Fares Removal - Outline Business Case for Peak Fares Removal - June 2025 details - Objective



[REDACTED]

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eRDM Links:

1. Options for implementation paper

TS: Rail Futures and Strategy
11 June 2025

Cabinet Secretary for Transport

Permanent removal of peak fares from ScotRail services

Priority and Purpose

Confirm you are content that officials liaise with UK TOCs and DfT to explore options for stations served only by cross-border services, noting that it is likely that these stations will not benefit from the removal of peak fares.

Options Considered and Advice

- a. Options for non-ScotRail operated services in Scotland.

Decision 5 – Options for non-ScotRail operated rail services.

1. ScotRail are responsible for setting fares on the majority of point-to-point journeys in Scotland. However, there are some exceptions where ScotRail do not set the fare:
 - a. Journeys to/from Lockerbie (ScotRail do not provide services at this station).
 - b. Journeys to/from Reston (ScotRail do not provide services at this station).
2. ScotRail do not provide services to/from Reston or Lockerbie Station. These services are provided and funded by UK Government train operating companies, TransPennine Express (TPE), LNER and Avanti West Coast (AWC). There are no plans for ScotRail to introduce services to these two stations. This has been investigated several times in the past but cannot be delivered efficiently by extending an existing service to these towns. It would require the leasing of additional trains and recruitment of staff resulting in an increased cost of several million pounds each year. It is therefore most cost efficient to the public purse for cross-border operators to serve these stations.
3. The fares that TPE and AWC charge are mainly set by the operators themselves and the UK Government. During the pilot, TPE voluntarily removed peak fares from Reston station, however it is likely that in the event of permanent removal of peak fares, some level of reimbursement would be required for these to be included permanently. It would be a matter for the UK Secretary of State for Transport for these operators to offer similar incentives to ScotRail.

[REDACTED s30(b)(i)]

4. Therefore, officials recommend that we engage with UK TOCs and DfT after we have clarity on the terms which ScotRail peak fares will be abolished to explore any options for the stations served by UK Government led services. However, it should be noted that it is likely that services operated by UK TOCs are likely to remain subject to peak fares Further advice on any available options, their costs and how this would impact revenue sharing arrangements will be provided after engagement takes place.

Assessment of Options

Sensitivities

5. ScotRail do not provide services to/from Reston or Lockerbie Station. Therefore, passengers from these stations will not be included in the removal of ScotRail peak restrictions. These services are provided by UKG operators. Some correspondence was received during the pilot from passengers who were unable to benefit from the removal of ScotRail's peak fares. Officials will engage with Department for Transport officials on this issue, and to understand the impact peak fares removal from ScotRail services will have on revenue sharing/fares basket arrangements. Further advice on this is to follow.

Quality Assurance

6. This submission has been approved by Alison Irvine, Chief Executive, Transport Scotland.

Conclusion

7. You are invited to:
 - a) Confirm you are content that officials liaise with UK TOCs and DfT to explore options for stations served only by cross-border services, noting that it is likely that these stations will not benefit from the removal of peak fares.

[REDACTED]
 TS: Rail Strategy and Futures
 [REDACTED]

Cabinet Secretaries and Ministers Copy List	For Action	For Information Portfolio interest	For Information Constituency interest	For Information General awareness
Cabinet Secretary for Transport	X			
First Minister				X
Minister for Agriculture		X		

Officials Copy List
Permanent Secretary DG NetZero TS CEO Kate Higgins TS Ministerial Submissions List [REDACTED] Rail Correspondence team

