Extension of pay as you go to National Rail services: additional validator requirements

1.   In developing the pay as you go proposition for National Rail services, Transport for London (TfL) has worked closely with ATOC to identify where changes are necessary to the existing Oyster proposition in order to ensure that it meets the core needs of train operators.

2.   ATOC advised TfL on behalf of its members that the ability to charge a fare according to the route taken is one of the requirements that is critical to the launch of PAYG on National Rail.

3.   For each route there will be a default fare.

4.   Where an intermediate validation occurs, this will be taken in to account in order to determine the correct fare.

5.   Example: Harrow & Wealdstone to East Croydon. The default route will be NR zonal fare Z2345. Validations at Euston and Victoria will change the route to Tube/Train zonal fare Z12345.

6.   In many instances, intermediate validations will detect a more expensive route, where the customer is forced through a gateline.

7.   In some instances, intermediate validations will give a customer a cheaper fare. In such instances, the default fare will be the higher fare, unless the customer can prove that they have taken a cheaper route.

8.   Example: Streatham Common to Wimbledon. The default route will be NR Z345 (via West Croydon). A validation at Streatham or Clapham Junction would result in a NR Z23 fare being applied

9.   Where a customer does not leave the paid area as part of the journey (e.g. transferring from NR to Tube at Victoria), the validators to enable a validation mid-route (intermediate validation) will need to be within the paid area – most likely on platforms and walkways between platforms

10.   In such instances these validators will have special logic and will not be part of the normal entry/exit validator portfolio. When working as an Intermediate Validator, the card will record that a journey from the point of origin to the Intermediate Validator has taken place, but the journey will remain open. The customer must touch out at a normal exit validator (gate or PV) in order to close the journey. If this is at the same station, the customer will be charged the correct fare to that station.

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11.   TfL has commission London Rail to include intermediate validator scenarios in the surveys being undertaken to determine validator locations. These validators will be added to the overall requirement for each train operator.

12.   Because of the nature of the function for these additional validators (i.e. not for entry or exit), the normal redundancy requirements will not apply.