

Vehicle occupancies

In 2012, the average number of passengers per car, bus and train were estimated at 1.54, 25 and 104 respectively. Train occupancies are assumed not to change at all levels.

Level 1

Level 1 assumes the average number of passengers per vehicle stays at current levels to 2050 for all modes.

Level 2

Level 2 assumes that the average number of passengers per bus increases to 40 from 2020 onward, due to the introduction of higher capacity buses. No change in car occupancy.

Level 3

Level 3 assumes the same increase in bus occupancy as Level 2, and that increased ridesharing raises the number of passengers per car to 2.5 by 2040 before plateauing.

Level 4

Level 4 assumes that bus occupancy continues increasing to 60 by 2050, while car occupancy increases faster to hit 2.5 by 2035, before plateauing.

Interactions with other levers

In the Calculator, energy demand for passenger transport is determined by multiple factors: travel demand; mode share (determined by the public transport and active transport levers); vehicle occupancies (described here); electrification of vehicles (with separate levers for private vehicles and public transport); and vehicle fuel efficiencies. Travel in and out of Wellington by plane and ferry are dealt with separately. Biofuels can be chosen as a supply option.

