

1850's

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1865

The Tamaki estuary is crossed by a steel swing bridge, at Panmure.

1873

The first train line in the North Island is constructed from Auckland to Onehunga.

1884

The horse tramway starts, from Queen Street to Ponsonby, and the first railway station on Queen Street opens the following year. The tramway runs until the rails are lifted in 1901.

1902

An electric tramway service is switched on giving Auckland the world's only coast-to-coast tramway system, from downtown to Onehunga, which ran through the isthmus until 1956.

1912

The Ferry Building is finished. A ferry jetty had been completed in 1907, and work is well under way to replace Auckland's wooden wharves with some of the earliest reinforced concrete structures in Auckland.

1921

A plan is drawn up for a combined road, rail and pedestrian crossing of the harbour. Cost: £700,000

1923

The idea of an underground rail link from the city to the Northern Line is first proposed by the Minister of Railways Gordon Coates. Estimated cost of the "Morningside deviation" tunnel: £440,000.

1930

A new 'central' railway station opens at Beach Road and in 1937 the Britomart Place Bus Station opens on the site of the original railway station - the first of its kind in New Zealand.

1932

Tamaki Drive is completed. Bridging Hobson Bay, to link Orakei to the city, results almost immediately in the eastern suburbs being developed.

1955

Auckland City Council adopts a Master Transport Plan, focused on completing the motorway network.

1959

The Auckland Harbour Bridge opens up the North Shore to development. The toll to pay for it is removed in 1984.

1968

An electrified rail and underground CBD loop is again proposed, this time by Mayor Dove-Myer Robinson and connecting with Newmarket, but "Robbie's rapid rail" fails to gain traction.

1983

The Auckland Regional Authority seriously considers abolishing the railway system but in 1993 Auckland purchases 19 second-hand diesel railcars from Perth, as an interim measure until a modern system is developed.

1996

A LINK bus service is introduced in the city centre, regenerating bus patronage.

2003

Britomart Station opens, bringing rail back into the heart of the city for the first time in over 70 years. Cost: \$204 million.

2004

The Auckland Regional Transport Authority (ARTA) is formed as the central co-ordinating agency for mixed-mode transport in Auckland. Disestablished in 2010, it had in six years delivered a 97% increase in rail usage and 10.2% increase in bus patronage.

2006

Upgrade of the Spaghetti Junction motorway corridor is completed.

2007

It is officially announced that Auckland's rail network will be electrified. A tunnel under Newmarket's main street for the new rail station is deepened to allow for overhead wires.

2008

The Northern Busway opens – the first purpose-built road for buses in New Zealand. The Northern Express bus service grows 138 per cent in its first two years of operation.

2010

In November 2010, the Auckland Council is formed, with Auckland Transport as the council-controlled organisation delivering all of Auckland's land transport needs, excluding motorways. Newmarket Station opens, the Onehunga Line reopens and Western Line double tracking is complete. KiwiRail awards the contract for track electrification and signals.

2011

Spanish manufacturer CAF wins the contract to supply 57 three-car electric trains, to be owned by Auckland. Auckland Transport manages the contract and the construction of their maintenance and stabling depot at Wiri. Cost of trains and depot: \$500 million.

2012

Public transport trips exceed 70 million for the first time since the tram lines were pulled out. The long-awaited AMETI project gets under way with new bridges constructed across the Tamaki estuary, and Manukau Station opens on the first new line in over 80 years. The AT HOP integrated ticketing system is introduced on trains and ferries.

2013

The depot is opened in July; in September the first train is officially unveiled in Auckland.

2014

Use of AT HOP cards tops 200,000 in March as the smartcard is rolled out on the bus network. Rail patronage reaches 11 million.

April '14

The first electric trains begin operating on the Onehunga Line, nearly a century after electric trains were first proposed, and on the same route that horse-buses plied more than 150 years ago.

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