

Table S1. Interviewees list

Interviewee No.	Position	Organisation
1	Director of Railway Yard Department	China Railway Company
2	Director of Railway Yard Department	China Railway Third Survey and Design Group
3	Director of Architecture Department	China Railway Third Survey and Design Group
4	Director of Transport and Economic Department	China Railway Third Survey and Design Group
5	Chief Engineer	China Railway Fourth Survey and Design Group
6	Director of Railway Yard Department	China Railway Fourth Survey and Design Group
7	Director of Architecture Department	China Railway Fourth Survey and Design Group
8	Director of Transport and Economic Department	China Railway Fourth Survey and Design Group
9	Senior Planner	Tongji Architectural Design Co., Ltd
10	Senior Planner	Shenzhen branch of the China Academy of Urban Planning and Design
11	Director	Land Resource Bureau of a medium-sized city
12	Director of Railway Office	Development and Reform Commission of a medium-sized city
13	Manager of Passenger Management Branch	Transport Bureau of a medium-sized city
14	Director	Urban Planning Bureau of a medium-sized city
15	Director	Housing Construction Committee Construction and Management Center of a medium-sized city
16	Senior Planner	Planning and Design Institute of a medium-sized city
17	Senior Planner	Urban-Rural Planning Bureau of a large city
18	Professor	Beijing Jiaotong University
19	Professor	Wuhan University

Table S2. Summary of the hierarchy of nodes

Name	Sources	References
Total	15	1303
Context and Governance	15	177
City area	14	33
GDP	12	21
Population	11	17
Visions	15	106
City gateway & landmark	6	18
Commercial and business center	8	19
Integrated transport hub	9	11
New city center or sub-center	5	16
New town	9	24
Provide service for region and urban clusters	5	15
Tourism and travel-related services center	3	3
Transport and Interchange	15	458
Connected HSR lines	15	27
Distance to city center	15	28
Passenger number	15	28
Pedestrian priority	5	9
Pedestrian-vehicle separation	8	13
Planning of local transport methods	15	165
BRTs and Bus	14	39
Metro	11	21
Parking	13	29
Private car	12	21
Taxis	12	20
Walking and Cycling	11	32
Public transport priority	9	14
Road network	15	103
Road system	15	81
Road width	10	22
Seamless transfer	11	39
Station level	15	17
Traffic volume of different methods	7	15
Land Use Planning	15	668
Architecture aesthetics	15	100
Design of public space	14	76
Floor area ratio	14	47
Land use before development	14	57
Cultivated land, Woodland and fishpond	11	35
Industrial and warehousing land	7	10
Residential land	6	12

Land use percentage	15	34
Land use types	15	297
Business and financial functions	15	72
Commercial function	15	67
Green area	13	46
Residential function	13	48
Squares and parking	11	29
Tourism function	9	31
Mix of housing types	9	19
New residential housing development	9	13
Resettlement of farmers	3	5
Station area	15	38

13 : Tourism and travel-related services center	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0
14 : Land Use Planning	51	40	29	47	31	73	29	32	20	35	46	72	21	27	19
15 : Architecture aesthetics	10	3	2	6	7	15	1	3	2	7	6	23	6	2	7
16 : Design of public space	8	2	5	15	2	14	0	3	2	6	4	6	6	2	1
17 : Floor area ratio	2	3	4	3	4	5	2	3	0	2	8	7	1	2	1
18 : Land use before development	1	2	0	3	2	3	3	2	5	3	8	2	1	8	3
19 : Cultivated land, Woodland and fishpond	1	1	0	3	2	3	2	2	5	0	7	2	0	7	0
20 : Industrial and warehousing land	0	1	0	0	0	0	2	1	0	1	0	0	1	1	3
21 : Residential land	0	1	0	0	2	0	0	0	0	3	2	0	0	2	2
22 : Land use percentage	3	3	2	2	1	2	5	2	2	4	1	1	1	2	3
23 : Land use types	29	25	13	27	15	30	13	20	7	11	16	31	5	11	5
24 : Business and financial functions	5	8	5	4	6	9	2	4	3	2	5	11	4	3	1
25 : Commercial function	9	7	5	8	4	5	3	7	2	1	2	9	1	1	3
26 : Green area	6	2	2	3	3	6	3	4	0	4	4	4	0	2	3
27 : Residential function	1	6	0	5	0	4	4	6	1	5	5	2	2	3	4

28 : Squares and parking	6	0	2	3	4	1	2	1	0	3	2	4	0	0	1
29 : Tourism function	4	4	2	2	0	11	0	1	1	0	0	3	0	3	0
30 : Mix of housing types	0	3	0	1	0	2	1	2	0	1	5	0	1	0	2
31 : New residential housing development	0	2	0	1	0	2	1	2	0	1	2	0	1	0	1
32 : Resettlement of farmers	0	1	0	0	0	0	0	0	0	0	3	0	0	0	1
33 : Station area	3	3	3	2	2	2	4	1	2	2	2	2	3	3	4
34 : Transport and Interchange	32	29	36	21	17	43	16	32	29	21	16	27	22	27	12
35 : Connected HSR lines	1	3	1	1	2	4	2	2	1	1	1	1	2	2	3
36 : Distance to city center	2	1	2	1	1	1	2	3	1	2	1	1	3	4	3
37 : Passenger number	2	2	2	1	1	4	1	4	1	1	1	1	1	2	4
38 : Pedestrian priority	0	0	1	2	0	1	0	0	0	0	0	4	0	1	0
39 : Pedestrian-vehicle separation	0	0	1	3	1	2	0	0	1	2	0	2	0	1	0
40 : Planning of local transport methods	22	13	10	11	10	15	6	6	5	7	7	9	6	7	1
41 : BRTs and Bus	6	6	2	2	2	2	1	2	1	3	3	3	2	4	0
42 : Metro	1	2	3	1	2	4	2	1	0	3	1	0	1	0	0

43 : Parking	8	2	2	2	2	4	2	1	1	1	1	0	2	0	1
44 : Private car	4	2	1	0	1	1	1	1	2	0	1	2	2	3	0
45 : Taxis	3	1	1	1	1	3	0	1	2	0	1	3	1	2	0
46 : Walking and Cycling	6	1	2	3	5	4	0	3	0	1	0	3	1	3	0
47 : Public transport priority	1	2	0	1	0	3	0	2	1	0	1	2	0	1	0
48 : Road network	5	5	8	3	4	5	2	8	15	9	9	7	5	8	7
49 : Road system	4	5	6	2	4	4	2	7	15	7	6	3	2	7	7
50 : Road width	1	0	2	2	0	1	0	1	0	2	3	5	3	2	0
51 : Seamless transfer	2	1	10	0	0	6	1	6	2	0	0	1	7	2	1
52 : Station level	1	1	1	1	1	1	1	1	1	1	1	1	2	1	2
53 : Traffic volume of different methods	0	2	1	0	0	2	2	4	3	0	0	0	0	0	1