



Exploring the differential impacts of station location on the coordinated development of high-speed rail stations and cities

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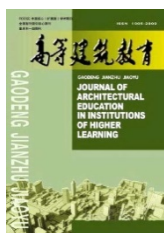
ABSTRACT

The coordination between high-speed rail stations and cities is the foundation for the urban high-quality development, with station location as a crucial influencing factor. Understanding the differentiated impacts of station location on station-city coordination is essential for mitigating the risks of functional imbalance and disorderly urban growth. This study integrates the coupled coordination model, quantile regression, and decision tree model to examine the impact of station location on the cooperative development of stations and cities in China. The findings indicate that stations located at significant distances from city centers hinder the development of both station areas and station-city coordination, with the impact on the development of the station area being more pronounced than on the cooperative growth. Stations characterized by smaller scale, underdeveloped transportation infrastructure, and intermediate levels of station-city coordination experience more pronounced location-related limitations. Moreover, this study highlights the importance of transportation development and urban scale as key determinants in the station-city relationship. The study advocates for the alignment of urban transportation infrastructure and spatial development with the locations of established high-speed rail stations, with particular emphasis on enhancing the surrounding areas of marginal stations in smaller and medium-sized cities.

1. Introduction

As a fast and efficient transportation mode, high-speed rail (HSR) can significantly enhance transportation accessibility and the mobility of goods and populations by reducing transportation costs (Guo et al., 2015; Yue et al., 2023). This can generate substantial economic, social, and environmental benefits for the regions along the rail corridors (Sugimori et al., 2021; Nocera et al., 2018; Cavallaro et al., 2023). Consequently, in many countries and regions, HSR has gradually emerged as a key driver of urbanization and regional development. Local governments have invested considerable resources in HSR construction, aiming to revitalize local economies and accelerate the urbanization process by capitalizing on the benefits of HSR (Chen and Hall, 2011; Lu et al., 2024). As the primary and most significantly impacted area by HSR, the HSR station area serves not only as a crucial hub and catalyst for connecting the HSR system with urban space but also as a vital component of urban spatial development (Yang and Han, 2020). A well-developed HSR station area can attract economic and social activities to concentrate in the center, thereby driving the creation of new spaces and enhancing the spatial quality of both the region and the city (Ureña et al., 2009; Yang and Huang, 2022). Therefore, the HSR station area represents a critical entry point for studying the impact of HSR on cities and regions.

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课程思政建设背景下城乡规划专业课程教学模式改革路径研究

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摘要:课程思政建设是落实立德树人根本任务、提升城乡规划人才培养质量的关键路径, 亟须与专业教学体系深度融合, 以回应新时代城乡高质量发展诉求。以城乡规划专业核心课程城乡基础设施规划为例, 深入剖析当前教学中存在的内容更新滞后、教学模式单一、考核方式局限等问题。基于课程思政视角, 文章提出了涵盖“课程基础、课程深化、课程拓展、课程报告”四大模块的教学改革路径。通过构建专业知识传授与思想政治教育“双融双促”育人模式, 实现价值引领与知识传授的同频共振, 有效提升学生的专业综合能力与社会责任意识, 为培养具备专业素养、家国情怀与实践能力的复合型城乡规划人才提供理论借鉴与实践范式。

关键词:城乡规划教育; 城乡基础设施规划; 教学改革; 思政元素融合; 评价体系优化

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课程思政建设是高校落实立德树人根本任务、推进思想政治工作改革创新的关键路径。教育部 2020 年 5 月印发的《高等学校课程思政建设指导纲要》明确指出, 要将课程思政融入课堂教学全过程, 旨在对学生的思想认知与行为习惯施加持续性、深层次的引导^[1]。课程教学模式的创新与改革作为强化思政教育实效的重要抓手, 对促进教学改革与课程思政有机融合、推动新时代高等教育“质量革命”具有深远意义。在高校课程体系中, 专业课既是专业技能培养的核心环节, 又是理论与实践相结合的重要桥梁, 在培养学生职业素养和社会责任感方面发挥着不可替代的作用^[2-3], 因而成为课程思政建设的关键着力点。城乡规划作为综合性应用型学科, 肩负着解决城乡发展实际问题、改善人居环境及促进区域协调发展的时代使命, 其专业课思政建设对学生成长成才尤为关

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