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**NATIONAL STANDARD OF THE
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GB/T 47534-2026

**Directives for the regional development planning of integrated
passenger transport hubs**

综合客运枢纽区域开发规划导则

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Foreword

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01 National Standards of the People's Republic of China Guidelines for the Development Planning of Integrated Passenger Transport Hub Areas Published on 2026-04-

30 Implemented on August 1, 2026 State Administration for Market Regulation The State Administration for Standardization issued a statement.

1.Scope This document specifies the classification and grading, general requirements, demand analysis, development functions, spatial layout, and transportation of integrated passenger transport hub areas. Organize, plan, and implement. This document applies to planning and management activities such as the development of new integrated passenger transport hub areas and the renewal of existing integrated passenger transport hub areas.

4 Classification and Grading

4.1 Classification of Integrated Passenger Transport Hubs Integrated passenger transport hubs (hereinafter referred to as "hubs") are classified according to their dominant mode of

transportation into railway-dominated integrated passenger transport hubs and public transport hubs. There are four types of integrated passenger transport hubs: road-dominated, waterway-dominated, and aviation-dominated. (Specific details about each type are omitted.) See JT/T 1112.

4.2 Classification of Integrated Passenger Transport Hubs Based on the annual average daily total volume of hub shipments and the annual average daily total volume of external transportation, hubs are divided into four levels, as shown in Table 1.

4.3 Development Zone Division of Integrated Passenger Transport Hub Area

4.3.1 The demarcation boundary of the development zone of the hub area should comply with the requirements of JT/T 1453, based on the hub's dominant transportation mode, hub level, and location. The determination is based on a combination of factors, including the city's tier, its location within the city, and the city's higher-level planning conditions.

4.3.2 For Level 1 and Level 2 integrated passenger transport hubs, the regional development scope can be divided into core area, expansion area, and influence area from the inside out; for Level 3 and Level 4 hubs... A comprehensive passenger transport hub's development area can be divided into a core area and an influence area, from the inside out. The development zones of a comprehensive passenger transport hub are generally divided into these layers. See Figure 1a) and Figure 1b) for the method.

a) Level 1 and Level 2 integrated passenger transport hubs

b) Level 3 and Level 4 integrated passenger transport hubs Indexing number explanation. R1, R2 and R3 represent the radiation radius of the core area, extension area and influence area of the hub area development, respectively.

4.3.3 The division of development zones in the hub area should be based on extensive research, taking into account the impact of various natural and anthropogenic environmental factors, including natural factors. However, topography, administrative boundaries, land ownership, urban roads, railways, highways, waterways or airspace, squares, green spaces, existing large-scale development projects, and transportation hubs are all factors to consider. The layout of entrances and exits and transfer facilities, etc., are used to comprehensively demonstrate and determine the layers and boundaries of the concentric circles.

4.3.4 The boundary lines for the development zones of the hub area are as follows:

a) The center point of the concentric circle can generally be taken as the main entrance and exit of the hub's dominant transportation mode, the port of entry and exit, the transfer and distribution center, etc.

b) The core area of a railway-dominated hub should be expanded by extending 0.5km to 1km (or 5-10 minutes walking distance) from the center point to the boundary. The area is

defined as 1km to 1.5km (or 10 to 15 minutes walking distance) from the center point to the boundary; the affected area is defined as 1km to 1.5km (or 10 to 15 minutes walking distance) from the center point to the boundary. Determine the distance as 1.5km to 2km (or a 15-20 minute walk).

c) For aviation-dominated hubs, the core area should be within a 5-15 minute walk distance, the expansion area within a 3-5 minute drive distance, and the impact area within a certain distance. Based on a travel time of 5 to 10 minutes, the speed used to calculate the travel time should not exceed the design speed for the road class. Degree value.

d) The core area of highway-dominated and waterway-dominated hubs should be 0.3km to 0.5km (or a 3-minute walk) from the center point to the boundary. (5 min), the expansion zone is

0.5 km to

0.8 km from the center point to the boundary (or a 5-10 minute walk), and the affected zone is based on the center. The distance from the point to the boundary is determined by 0.8km to 1.5km (or 10 to 15 minutes of walking).

e) For multi-modal integrated passenger transport hubs of level one and level two, the boundary values of each concentric circle should be superimposed according to the boundary values of the corresponding modes. The final determination is made after addition and adjustment.

f) For Class III and Class IV comprehensive passenger transport hubs with limited development land, the above provisions may be appropriately reduced.

5.1 General Rules

5.1.1 The development plan for the integrated passenger transport hub area (hereinafter referred to as the "development plan") shall comply with the requirements of the national, provincial, and municipal plans at all levels, and be based on... The overall urban land use plan should be coordinated with relevant special plans such as the urban comprehensive transportation system plan and the urban renewal special plan, and should be well integrated with... The integration of detailed land use planning ensures that the transportation functions of the hub, land use and spatial layout of the hub area are consistent with the urban land use plan. The bureau and the integrated transportation system are coordinated and consistent, and the control indicators such as plot ratio, building density, and green space ratio, as well as other guiding indicators, are made feasible. Acting.

5.1.2 The principle of moderately advanced but not excessively advanced development should be adhered to when determining the scale of infrastructure development and construction in the hub area, and the development of the hub and the region should be

coordinated. In development and urban renewal, the scale of construction of hub passenger stations, station squares and supporting collection and distribution systems should be reasonably controlled.

5.1.3 The fundamental principle of allowing the market to play a leading role in resource allocation should be upheld, market demand analysis should be conducted, and pre-development adaptability assessments should be carried out. The evaluation results will serve as a reference for determining the overall scale, functions, spatial layout, and traffic organization of the hub area.

5.1.4 It should be coordinated with the environmental impact assessment of the urban comprehensive transportation system plan, and follow the principles of ecological protection red lines, environmental quality baselines, and resource utilization. In accordance with the requirements of the online and ecological environment access lists, optimize spatial layout and transportation structure, and prioritize the allocation of green transportation space resources.

5.2 Planning Concept

5.2.1 We should adhere to a people-centered approach, implement the concepts of green intelligence, safety and resilience, inclusiveness and sustainable development, and create a land-use complex and resource-efficient development model. To effectively develop and adapt to future development hub areas, and promote public transportation to support and guide urban development.

5.2.2 The concept of intensive and efficient development should be implemented, clarifying the development positioning, land use nature, and functional zoning of the hub area, and promoting mixed land use. Use hierarchical and tiered ownership management.

5.2.3 A systematic approach and a function-oriented philosophy should be adhered to, and the development of functions should be systematically planned based on the city's nature, industrial characteristics, and market demand. Highlight the characteristics of different development zones and rationally select development priorities, main functions, and development models for each zone. Ensure proper functional layout and spatial integration with surrounding areas. The structure and development strategy are closely integrated and consistent with the direction of urban land space development.

5.2.4 The development concept of public transport orientation should be implemented, and the coordinated development of transportation functions and urban functions should be coordinated, with priority given to ensuring transportation functions and reasonable... Configure land use, transportation and public service facilities to form a regional development pattern of complementary functions and shared facilities.

5.2.5 The principle of proceeding according to one's means and orderly construction should be adhered to. Development goals and tasks should be determined based on the actual