Annotated Bibliography

# Transit-oriented development: A review of research achievements and challenges

This article reviews scholarly research on the TOD model to date. Not only does it review how the concept of TOD has changed from its earliest days to the present, but it also reviews the impact of TOD on housing prices, travel patterns, urban form, etc. It is a good review of TOD's literature and provided me with many other valuable articles.

# Transport network criticality metrics: a comparative analysis and a guideline for selection

This article examines how to set critical indicators for transport networks and gives a 'five-step guide' by reviewing 17 ways to set critical indicators. I thought this would be a helpful reference for my 'Network Criticality' section.

# Inequalities in transit accessibility: Contributions from a comparative study between Global South and North metropolitan regions

This article compares the accessibility of two cities in countries with different levels of development, already in terms of equity between different social groups. This article is informative for the refinement of my model indicators, for equity-related indicators between different social groups are not included in the Node-Place model in previous studies. However, this is a critical social issue, and we also need to pay attention to the equity of social distribution when developing TOD models.

# Planning for urban life: A new approach of sustainable land use plan based on transit-oriented development

This article incorporates social equity considerations in the Node-Place model, such as equity in house prices and equitable access to urban services. As above, it is also worth referring to when building the model.

# An accessibility planning tool for network transit-oriented development: SNAP

This article introduces a GIS-enabled tool called SNAP, which can assist in designing TOD site plans. This tool is essentially a Node-Place model, from which I can refer to the selection of Node-Place model indicators. However, what I found most helpful in this article was the first part of the article, a review of TOD policy in Europe, which allowed me to discover the differences between European and North American TOD policies. North America develops individual sites through the TOD model, whereas Europe incorporates TOD into the plan for urban polycentric development, prioritising sites with potential.

# Transit-oriented development, integration of land use and transport, and pedestrian accessibility: Combining node-place model with pedestrian shed ratio to evaluate and classify station areas in Lisbon

This article proposes a new model based on the Node-Place model: The Node-Place-Design model, a new dimension representing "design that guides pedestrians to use public transport". The purpose of the new dimension is based on the researcher's understanding of TOD and his belief that Transit-Oriented-Development should not only focus on "Transit" and "Development ", but rather 'Oriented', which links the two dimensions. I think this is an excellent idea and could be an essential reference for model building.

# The extended node-place model at the local scale: Evaluating the integration of land use and transport for Lisbon's subway network

This article is the same as the previous one, from the same author, but is a different experimental area and different parameter settings, which I think can also be used as a reference for the methods section.

# Network criticality and the node-place-design model: Classifying metro station areas in Greater London

I have used this paper as my model paper, which assesses the development of TOD around urban public transport nodes in London from both a micro and macro perspective by comparing the results of the NPD model and Network Criticality and identifying potential stations. I think the comparison is brilliant, but I think there are some problems with the incomplete correspondence.

# Transit oriented development among metro station areas in Shanghai, China: Variations, typology, optimization, and implications for land use planning

This article constructs a Node-Tie-Place Model by adding a dimension "Tie" to represent the degree of connection between nodes and places and defines the different development progress of public transport hubs in Shanghai. This model is based on the same idea as the previously mentioned Node-Place-Design model but is named differently. However, this article has a very nice visualisation of the data, referred to in the Result section.

# Identification of neighbourhood typology for potential transit-oriented development

This article defines six community types in Delhi through cluster analysis. It looks for potential TOD communities and the factors that influence the emergence of such communities and reviews the literature on 'how to define a TOD community'. As such, it is a valuable reference for setting the parameters of our model.

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