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Construction and Empirical Study of Evaluation Index System for the Operation Effectiveness of Rural Outdoor Micro Post Stations——Taking the "95 Route" as an Example

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Abstract: Against the backdrop of the integration of transportation and tourism and the coordinated promotion of rural revitalization, outdoor micro post stations along tourist highways are becoming key nodes connecting "transportation lines" and "rural points", and their operational effectiveness directly affects the experience of highway tourism and the shared development of rural areas along the route. This article takes the "95 Route" jointly built by Zhejiang, Anhui, Fujian, and Jiangxi provinces as a case study. Based on the evaluation of tourism highway service systems, outdoor recreational facilities, and rural public services, the connotation and functional positioning of rural outdoor micro post stations are defined. Following the principles of scientificity, operability, economy, and reliability, an operational effectiveness evaluation index system consisting of 5 criteria layers and 22 indicator layers is constructed, including facility support, service supply, operation management, experience perception, and ecological sustainability; Using the Analytic Hierarchy Process (AHP) to determine weights and the Fuzzy Comprehensive Evaluation method for measurement, combined with typical stations along the "95 Route" for empirical analysis, the IPA four quadrant model is used to identify operational advantages and shortcomings. Research has shown that service supply and experience perception are the core dimensions that determine the operational effectiveness of micro post stations, while operational management and ecological sustainability are relatively prominent shortcomings; Based on this, five improvement paths are proposed: multi subject linkage, flexible configuration, digital empowerment, ecological operation, and expanding composite service scenarios.

1. Introduction

In recent years, the integrated development of transportation and tourism (referred to as "transportation tourism integration") has become an important path to promote regional coordinated development and common prosperity. As a spatial carrier of transportation tourism integration, tourism highways are transforming from a single traffic function to a composite function of "Traffic

+ Recreation + Service + Experience". In January 2021, the four municipal governments of Quzhou (Zhejiang), Mount Huangshan (Anhui), Nanping (Fujian) and Shangrao (Jiangxi) signed a cooperation agreement to officially launch the construction of "Union Garden"; In July 2023, the first cross provincial tourism highway in the Yangtze River Delta region, 95 Route, was officially announced to be opened[1]. The total length of this route is 1995 kilometers, and it will be expanded to about 2186 kilometers after the addition of Yingtan in Jiangxi in June 2025. It connects 11 national 5A level tourist attractions and numerous cultural and ecological landscapes, forming a tourism ring system of 8 middle ring roads and 32 small ring roads. Through the "less investment, greater integration" model, the road stock assets with a total cost of about 38.9 billion yuan have been revitalized[1].

Along the "95 Route", tourist stations set up at different levels of first, second, and third form the "capillaries" of the highway service system[1]. Among them, the "Rural Outdoor Micro Post Stations" are set up in rural areas along the tourist highway, occupying a small area and having an open construction form. They mainly provide basic services such as parking, rest, toileting, drinking water supply, emergency assistance, information consultation, sightseeing and check-in, and also serve as small tourism service nodes with extended functions such as local cultural display and agricultural product exhibition and sales. The difference between it and highway service areas is that the service targets mainly leisure travelers such as self driving tours, cycling, and hiking, and the travel pace is relatively slow, the passenger flow scale is smaller, the operation is more seasonal and flexible, and the construction cost is lower; The difference from traditional tourist stations is that micro post stations emphasize "small and beautiful, scattered and connected", and are mostly open rather than closed buildings[2]; The difference from camping sites and self driving campsites is that micro post stations mainly focus on rest and supply, with rest and recreation as a supplement. However, practice has shown that such facilities generally tend to prioritize construction over management, with some stations becoming idle due to seasonal fluctuations in passenger flow. Problems such as homogeneous service content, unclear management entities, and insufficient sustainability are more prominent[2,3].

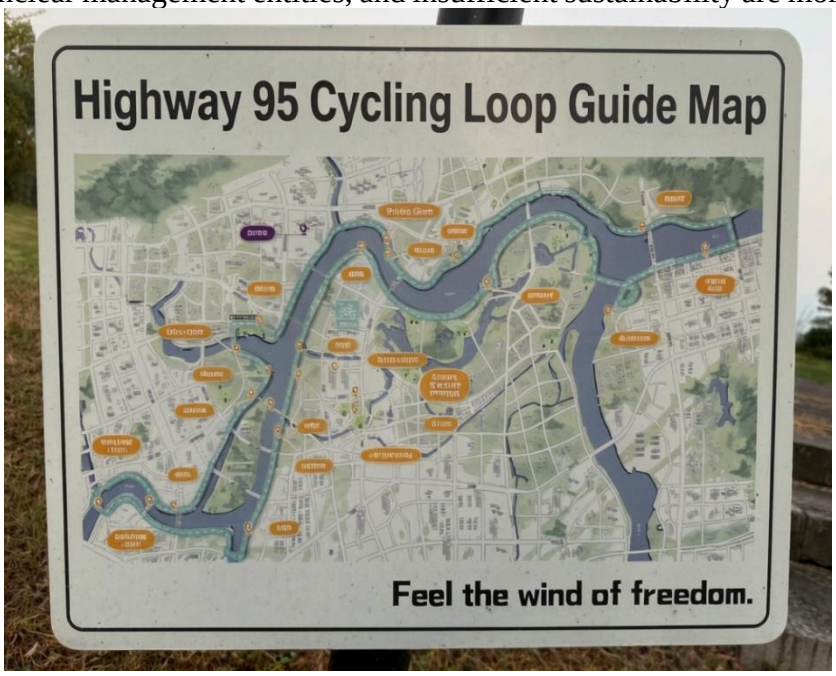


Figure 1 A cycling map of a certain section of 95 Route.

Existing studies have mostly focused on the competitiveness of urban tourism, the overall evaluation of scenic spots or the service level of large service areas, and paid insufficient attention to

the evaluation of the operation effect of small and open tourism service nodes in rural areas; At the same time, the indicator source, dimension basis and weighting logic in the construction of the indicator system are often unclear, which affects the credibility of the evaluation results [4]. In view of this, this paper attempts to build a traceable and operable operation effect evaluation index system on the basis of literature review, and takes "95 Route" as an example to show an empirical study, so as to provide reference for the operation diagnosis and optimization of micro post stations along the line. Figure 1 is a sign for cycling on a certain section of Highway 95.

2. Literature Review and Theoretical Basis

2.1 Research on the Evaluation of Tourism Highway and Post Station Service

The evaluation of tourism highway service system starts from the quantitative measurement of the functions of highway service facilities. Zhao used the queuing theory as the basis to measure the service level of the expressway service area with indicators such as the parking lot blocking probability and the waiting time ratio between the toilet and the gas station, which provided an objective paradigm for the evaluation of "carrying capacity congestion degree" of service facilities [5]. Taking Nanshan ecotourism highway as an example, Xing constructed an evaluation system consisting of five subsystems including highway main service, transportation service, recreation service, information service and safety management service, and 28 factors, and pointed out that the layout of post stations and rest stations is an important part of the recreation service subsystem (weight 0.182). At the same time, she stressed that due to the complexity of the service system and the limited capacity of a single supply subject, a multi subject linkage operation mode should be constructed [6]. Cai conducted research on Yunnan Expressway Service Area Based on tourists' demand and found that the score of "use value perception" was the lowest, which confirmed the judgment that perfect facilities are not equal to good operation effect [7]. Wei theoretically constructed a four-dimensional evaluation system for scenic spots in China, which integrates landscape, facilities, services and management.

In the meanwhile, the empirical results show that the score of management dimension is the lowest, reflecting the widespread problem of "emphasizing construction and ignoring management" in scenic spots [3]. Wang focused on Dan’er Zhuiguang Post Station, a tourist highway around Hainan Island, and measured tourist satisfaction from 12 aspects, including accommodation conditions, supporting facilities, service quality, environmental construction, and traffic routes. He pointed out that the post station, as the core node of the tourist highway, serves the whole and is also affected by the whole [8]. Zhao’s research, starting from the concept of temporary buildings, pointed out that there was a problem of seasonal idleness in tourist highway stations, and advocated flexible, environmental friendly and low impact elastic design to deal with passenger flow fluctuations [2].

2.2 Evaluation of Outdoor Recreation Facilities and Campsites

The evaluation of campsites and outdoor recreation facilities is the same as that of micro post stations. Guo built a comprehensive evaluation system of campsites from four dimensions: camp scale, camp environment, camp service, camp safety and management, and used AHP and entropy weight method to combine weights. The results showed that "camp service" had the greatest impact on the comprehensive evaluation and "camp scale" had the least impact [9]. From the perspective of service quality, Wen puts forward 27 indicators in six dimensions, namely, tangibility, reliability, entertainment, empathy, environment and security. Empirical results show that security has the highest weight and empathy has the lowest score [10]. Li, Zeng, Fan, et al. took Guangzhou urban park green space as the object, extracted 24 elements from six levels of traffic, safety, space, facilities,

environment and management, and used IPA-Kano model to identify parking convenience and snake and insect protection as key performance elements [11]. The above research shows that the evaluation of outdoor recreation facilities generally focuses on the synergy of "facilities – service – safety - environment", and increasingly pays attention to the refined measurement of user perception.

2.3 Research on Rural Tourism and Rural Public Service Evaluation

The rural outdoor micro post station is rooted in rural areas, and its operation effect evaluation can learn from the relevant results of rural tourism and rural public service evaluation. Zhang and others have built an evaluation system of rural tourism public service quality with 8 criteria levels and 38 indicators. Empirical results show that the weight of convenient transportation, security and infrastructure is 0.619, which is the key dimension [12]. Ge and Tang built an evaluation system for the sustainable development of rural tourism from four subsystems: economy, environment, social culture and development support, of which the environmental subsystem had the highest weight (0.495) [13]. Gong and others took 24 national key Rural Tourism Villages in Gansu Province as examples, innovatively adopted the "tourists' perception + operators' perception" double subject criteria to carry out the evaluation, and found that only 29.2% of the tourism villages had a high level of development [14]. Jiang, Pan, Pan, et al. Introduced unexpected output (environmental benefits) in the measurement of rural tourism operation efficiency, providing a paradigm for green operation evaluation [15]. Feng and Li measured the accessibility of rural public cultural services from five dimensions: availability, accessibility, affordability, acceptability and adaptability, and found that accessibility is a common weakness [16]. In addition, studies on the quality of rural human settlements and the allocation of public service facilities have shown that the spatial balance of facility layout and the accessibility of services have a fundamental impact on the service effectiveness in rural areas [17,18].

2.4 Methodology of Index System Construction

At the methodological level, Peng and others systematically put forward six principles and five stage processes for the construction of the index system, emphasizing that "the scientificity of the index system directly affects and determines the reliability and credibility of the evaluation results", and pointed out that about 30% of the indicators can reflect 95% of the information [4]. In the evaluation of urban tourism competitiveness, Ding and others advocated that hard indicators represented by objective data should be the main indicator (accounting for 85.7%), so as to reduce subjective factors as much as possible [19]; Zhu and Wei used AHP and Delphi to build an international tourism city evaluation system [20]; Ma, Chen and Zhang further applied the integration of multiple weighting methods to the field of culture and Rural Revitalization [21,22]; Li and Yin put forward a five-dimensional framework of economy, environment, operation, technology and management from a low-carbon perspective, emphasizing that the construction of low-carbon scenic spots "is a multi-level problem, which cannot be simply understood as energy conservation and emission reduction" [23]. These results provide a methodological basis for the dimension determination and weighting method selection of the index system in this paper.

In a word，taking a comprehensive view of the existing studies, the evaluation of tourist roads and scenic paths focuses on the macro whole, the research on service areas focuses on traffic carrying capacity, the evaluation of campsites focuses on professional recreation functions, and the evaluation of rural public services focuses on the accessibility of people's livelihood. There is still a lack of targeted index system for "small rural service nodes along tourist roads"; At the same time, most studies have not explained the source of indicators and the logic of weighting. The marginal contribution of this paper is: Based on the "95 Route", a cross provincial tourism highway scene,

define the connotation of rural outdoor micro post station, build an operation effect evaluation index system that takes into account "facilities – service – operation – experience - ecology", and demonstrate its application logic with an example.

3. Construction of Operation Effect Evaluation Index System of Rural Outdoor Micro Post Station

3.1 Functional Positioning

According to the existing graded post station system and supporting camping facilities along the "95 Route", the functions of rural outdoor micro post stations can be classified into five categories: basic services, recreation experience, cultural communication, emergency support and rural driving. Among them, "basic service" solves the rigid demand on the way through, "recreation experience" undertakes the extension demand of leisure self driving, "cultural communication" carries the function of regional image display, "emergency protection" provides safety coverage, "rural driving"" connects local employment and agricultural product sales.

3.2 Construction Principles of Index System

Combined with the characteristics of micro post station, this paper establishes four principles: First, the scientific principle, the index should be based on theory or literature to avoid subjective fabrication; The second is the principle of operability. Indicators should be available through on-site observation, questionnaire or platform data; The third is the principle of economy. The indicators should promote the post station to achieve sustainable operation through strengthening management, and improve the tendency of "emphasizing construction and ignoring management"; The fourth is the principle of reliability. The indicators should have time stability, internal consistency, rater consistency and consistency among indicators to ensure that the evaluation results are reliable and repeatable.

3.3 Dimension Design of Criteria Layer

Following the above principles, this paper determines the criteria layer by cross mapping the three literature threads (see Table 1).

Table 1: Related literature evaluation dimension sorting and dimension mapping of this article

Research context	Representative literature	Core dimension	This article can migrate dimensions
Tourist road/scenic path/service area	Xing [6], Zhao [5], Cai [7], Wei [3]	Subject service, transportation service, recreation service, information service, safety and management	Facility support, service supply and operation management
Post station and tourist satisfaction	Wang [8], Zhao [2]	Accommodation facilities, service quality, environment construction, traffic lines, seasonal idleness	Service supply, experience perception, operation management
Campsite/outdoor recreation facilities	Guo [9], Wen [10], Li [11]	Camp scale, environment, service, safety and management	Facility support, service supply and ecological sustainability
Rural tourism/rural public services	Zhang [12], Ge [13], Gong [14], Jiang [15], Feng [16]	Infrastructure, transportation, safety, environment, social culture, accessibility	Service supply, experience perception, ecological sustainability

Research context	Representative literature	Core dimension	This article can migrate dimensions
Methodology of index system construction	Peng [4], Ding [19], Zhu [20]	Construction principles and processes, subjective and objective empowerment	Construction principles and empowerment methods

Based on the literature mapping results, this paper determines five criteria levels: Facility support (B1), Service supply (B2), Operation management (B3), Experience perception (B4), and Ecological sustainability (B5). Among them, Facility support and Service supply correspond to the "hardware - service" context in the evaluation of tourism highway service system and campsites [6,9,10]; Operation management corresponds to the "management" dimension in scenic path evaluation and sustainable operation research [3,24]; Experience perception corresponds to the context of tourist satisfaction and perception evaluation [8,11,25]; Ecological sustainability corresponds to the context of sustainable development and green operation of rural tourism [13,15,23].

3.4 Index Layer Design

On the basis of the criteria layer, following the requirements of representativeness, independence and accessibility, 22 elements of the indicator layer are decomposed layer by layer (see Table 2). When selecting indicators, pay special attention to three points: First, the micro post station is small in scale and limited in manpower allocation, so the "operation management" dimension is used to replace the complex financial indicators in the traditional evaluation, and the observable indicators such as rights and responsibilities, maintenance and response are used [6,24]; Second, the micro post station is closely related to rural communities, so the index of "community participation and employment drive" is added to reflect the common prosperity orientation [14]; Third, it highlight elasticity and sustainability, include the "seasonal elastic utilization" index, and respond to the practical problem of seasonal idleness of the post station [2,13].

Table 2: Operation effect evaluation index system of rural outdoor micro post station

Target layer	Criterion layer	Index layer	Indicator description
Operation effect of rural outdoor micro post station (a)	Facility support (B1)	C1 Parking and parking conditions	Number of parking spaces, parking convenience, bay parking
		C2 Sanitary facility configuration	Number, cleanliness and third toilet
		C3 Drinking water and charging facilities	Drinking water, charging point, rest seat
		C4 Identification and guidance system	Road signs, post station signs, non-standard punch in signs
		C5 Safety protection facilities	Protective fence, lighting, monitoring and emergency equipment
	Service supply (B2)	C6 Basic supply service	Retail, catering, hot water supply
		C7 Information and consulting services	Tourism consultation, one yard tour platform, digital guide
		C8 Emergency rescue service	Medical first aid, road rescue and alarm linkage
		C9 Display of local culture	Cultural wall, intangible cultural heritage exhibition,

Target layer	Criterion layer	Index layer	Indicator description
			theme device
		C10 Agricultural products and Cultural Innovation Exhibition	Exhibition and sales channels of agricultural products and handicrafts
	Operation management (B3)	C11 Operators and rights and responsibilities	Subject clarity, clarity of rights and responsibilities, and coordination mechanism
		C12 Service staffing	Number of employees, service specifications and training
		C13 Facility maintenance and cleaning	Maintenance frequency, cleaning quality and facility availability
		C14 Passenger flow and safety management	Peak dredging, safety inspection, hidden danger rectification
		C15 Opening time and response speed	Opening time, complaint response, demand feedback
	Experience perception (B4)	C16 Accessibility	Accessibility, visibility, flow lines
		C17 Environmental comfort	Landscape coordination, rest atmosphere, health feeling
		C18 Service satisfaction	Service attitude, service efficiency and overall feeling
		C19 Perception of local characteristics	Regional style, cultural recognition, punch in experience
	Ecological Sustainability (B5)	C20 Ecological environment impact	Construction disturbance, sewage and garbage treatment, ecological restoration
		C21 Resource conservation and recycling	Energy saving facilities, recyclable materials and low-carbon operation
		C22 Seasonal elastic utilization	Flexible configuration in peak and low seasons and utilization in idle period

4. Evaluation Method and Index Weighting

4.1 Method Selection

Considering that the evaluation index is mainly qualitative judgment and it is difficult to obtain data, this paper uses analytic hierarchy process (AHP) to determine the index weight, combined with fuzzy comprehensive evaluation method to measure, and supplemented by IPA (Importance Performance Analysis) four quadrant model to carry out operation diagnosis. AHP determines the weight by constructing the judgment matrix, calculating the eigenvector and performing the consistency test, which is applicable to the evaluation problems with multi criteria, multi-level and qualitative judgment [6,20,22]; The fuzzy comprehensive evaluation method can effectively deal with the fuzziness and subjectivity in the evaluation process [3]; IPA model can combine "importance" with "actual performance" to identify the priority improvement direction [11].

It should be noted that the focus of this paper is the construction logic of the index system. The weighting link only gives the relative ranking of the weights of the criteria layer. The specific judgment matrix, item by item weight values and consistency test data are no longer listed one by one, so as to avoid data piling up and ensure that the discussion focuses on the scientificity and applicability of the index system.

4.2 Summary of Empowerment Results

According to expert advice (simplified treatment), the weight of the criteria layer is roughly in the order of "Service supply ≈ Experience Perception > Operation Management > Facility support > Ecological Sustainability" (see Table 3). This result and existing research confirm each other: Zhang and others found that traffic, safety and infrastructure constitute the key dimensions [12], Guo found that the service dimension has the greatest impact [9], and Wang found that experience and service are the core of post station satisfaction [8]; However, operation management and ecological sustainability are relatively low in the weight ranking, which exactly reflects the current short board of micro post station [3,13].

Table 3: Schematic diagram of criteria layer weight

Criterion layer	Weight sort	Main basis
Service supply (B2)	1	Service dimension has the greatest impact on comprehensive evaluation [9,12]
Experience perception (B4)	2	Satisfaction and perception are the core representations of operational effectiveness [8,10]
Operation management (B3)	3	The "Management" dimension of scenic path is generally weak and needs to be strengthened [3,24]
Facility support (B1)	4	Hardware is the foundation but the marginal contribution decreases [7]
Ecological Sustainability (B5)	5	The current attention is low but related to long-term sustainability [13,23]

(Note: the weight ranking is the qualitative research and judgment results of expert consultation, which is used for example demonstration and does not represent the final measurement conclusion.)

5. Empirical analysis - Taking "95 Route" as an example

5.1 Case Overview

The "95 Route" is the core project of the "Union Garden" jointly built by Zhejiang, Anhui, Fujian and Jiangxi, and is also the first special planning achievement in China to position the integration of cross provincial transportation and tourism. Its idea can be summarized as "Collaboration, Sharing, Integration and Innovation". Through unified signs and markings, unified reconstruction standards, unified information services, and unified coordinated management, the original segmented, decentralized, and classified national and provincial roads in the four cities are connected and reconstructed with county and township roads, forming a "scenic spot everywhere, scenic spots step by step, and scenic spots on the road" [1]. Tourist post stations are set up along the line at the first, second and third levels, with supporting facilities such as viewing platform, leisure footpath, cultural wall, charging pile, bicycle rental point and "Driver's home" [1]. Among them, the Changshan section of Quzhou is 45.9 kilometers long, passing through many nodes such as xiangyouwan post station; The Longyou County of Quzhou is about 60 kilometers long, and 9 tourist stations such as Tuanshiwan Post Station have been upgraded; Wuyuan section of Shangrao is 44.2 kilometers long,

with 21 observation platforms and post stations and 45 kilometers of roaming greenways [1]. These nodes with limited scale, service base and relying on the countryside are the typical form of "rural outdoor micro post station" defined in this paper.

5.2 Evaluation Implementation

This paper selects several typical rural outdoor micro post stations (including mountain type, pastoral type and cultural type) along the "95 Route" as example evaluation objects. According to the index system constructed in Section 3, the evaluation questionnaire (for tourists) and evaluation form (for operators and experts) are designed. The data are collected by combining on-site observation, tourist questionnaire and expert evaluation, and then the performance of each index is converted into scores by fuzzy comprehensive evaluation method. Finally, the diagnosis is carried out by combining IPA model.

It should be noted that the data used in this section is the sample data of "public data calibration + expert empowerment simulation", which is mainly used to demonstrate the evaluation process and diagnosis logic, and does not represent the formal evaluation conclusion of a specific post station; The official evaluation should be based on a larger sample of tourists and measured data.

5.3 Results and IPA Diagnosis

The exemplary evaluation results (Table 4) show that the three types of post stations have relatively high scores in the dimensions of "facility support", "service supply" and "experience perception", while the scores in the dimensions of "operation management" and "ecological sustainability" are relatively low, which is consistent with the general conclusion in the previous literature - that is, outdoor recreation and tourism highway facilities are often "not weak in hardware and management" [6]. At the index level, those with lower scores are mainly concentrated in the indicators such as "operation subject and rights and responsibilities", "seasonal flexible utilization", "resource conservation and circulation", and those with higher scores are mainly basic indicators such as "parking and parking conditions", "sign and guide system", "arrival convenience", etc.

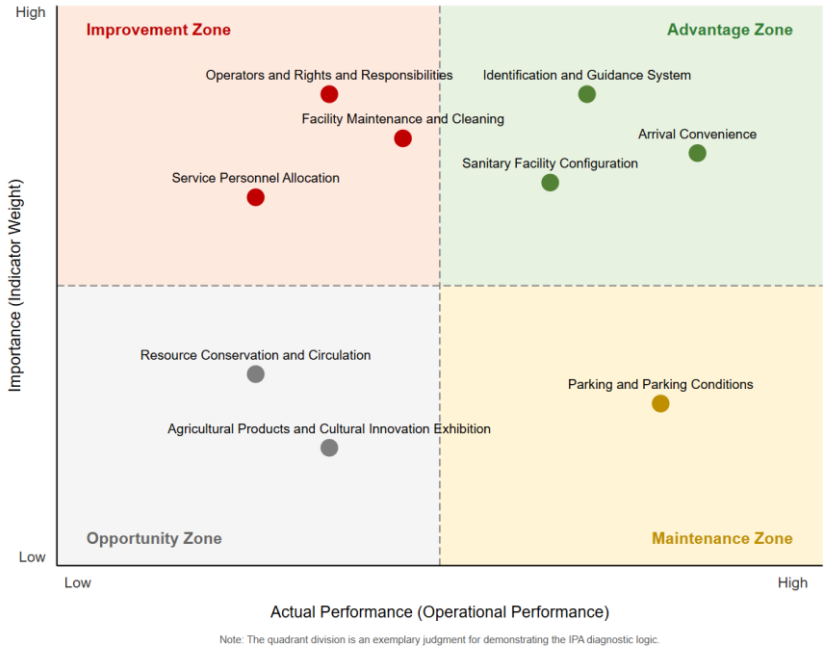


Figure 2: Schematic diagram of IPA four quadrant diagnosis for operation elements of micro post station.

Combined with IPA analysis, the indicators can be divided into four quadrants: the advantage area (high importance and good performance) mainly includes the sign and guide system, accessibility, and health facilities configuration, which are the core competitiveness to be sustained; The improvement area (with high importance and poor performance) mainly includes the operation subject and rights and responsibilities, facility maintenance and cleaning, and service personnel allocation, which should be the priority object of improvement; The opportunity area (low importance and poor performance) mainly includes agricultural products and cultural and creative exhibition and sales, resource conservation and recycling, and gradually cultivated under visible conditions; The maintenance area (low importance and good performance) mainly includes basic hardware such as parking and parking conditions, which can be maintained at the current level. This diagnostic approach is logically consistent with the practice of Li Shijie and others in using IPA Kano model to identify key performance elements [11]. Figure 2 shows the four quadrant diagnosis of this micro station.

Table 4: Example evaluation results of the operation effect of typical post stations of "95 Route" (schematic diagram by dimensions)

Criterion layer	Mountain type post station	Pastoral post station	Cultural post station	General judgment
Facility support (B1)	Higher	Higher	Higher	Relative equilibrium
Service supply (B2)	Middle	Higher	Middle	Basic service oriented
Operation management (B3)	Lower	Middle	Lower	Generally weak
Experience perception (B4)	Middle	Higher	Higher	Obviously affected by characteristics
Ecological Sustainability (B5)	Middle	Lower	Middle	Insufficient attention

(Note: "higher/middle/lower" in the table is an example of qualitative judgment, which is used to demonstrate the analysis and presentation of the evaluation results.)

6. Conclusions and Recommendations

6.1 Research Conclusion

Focusing on the "95 Route", a cross provincial tourism highway scenario, this paper studies the evaluation of the operation effect of rural outdoor micro post stations. The main conclusions are as follows: First, rural outdoor micro post stations are small open service nodes between highway service areas, tourism post stations and campsites, which are characterized by small scale, scattered distribution, strong seasonality, and close association with rural communities, and targeted evaluation paradigms need to be established; Second, the five dimension 22 index evaluation system of "Facility support - Service supply - Operation management - Experience perception - Ecological sustainability" constructed in this paper has clear literature sources in all dimensions, and is traceable and operable; Third, the empirical evidence shows that service supply and experience perception are the core dimensions that determine the operation effectiveness, while operation management and ecological sustainability are relatively weak, which confirms the universal problem of "emphasizing construction and neglecting management" of facilities along the tourism highway [3].

6.2 Promotion Suggestions

Based on the above conclusions, five suggestions are put forward: First, build a multi subject

linkage mechanism, clarify the operation subject and the right and responsibility boundary of the post station, explore the collaborative mode of "government guidance + company operation + village collective and villagers' participation", and solve the fuzzy problem of management subject [6,15]; The second is to promote flexible configuration, adopt flexible, low impact and low-cost facilities and personnel arrangement for seasonal passenger flow fluctuations, improve resource utilization during idle period, and effectively avoid resource waste; Third, promote digital empowerment, integrate information consultation, navigation and feedback functions based on "Quzhou Yimayou" and other platforms, and improve service response speed and experience accuracy [26,27]; Fourth, strengthen the guidance of ecology and common prosperity, and include ecological impact, resource recycling and community employment promotion into the operation assessment, so that the micro post station can truly become the rural fulcrum for the transformation from "Clear waters and green mountains" to "Mountains of gold and silver" [13,22,23]. Fifth, expand the complex service scenario, and promote the transformation of the post station from a single tourist service to a dual function node of "tourist service + convenient for villagers". Targeting tourists, we offer local specialty services such as agricultural product exhibitions, intangible cultural heritage experience reservations, and hiking and cycling supplies; Open up express delivery collection and delivery, convenient payment, sharing of agricultural tools, temporary rest and other livelihood functions for villagers, solve the problem of single station functions and low utilization rate during peak hours, and achieve "one station for multiple uses, no empty during peak hours".

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