**The role of accessibility thresholds in urban and regional planning – reflections from a Swedish and European perspective**

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There is currently a shift in urban and regional planning from mobility based thinking towards a wider adoption of accessibility-based approaches which puts the interconnection between transport and land use in focus.

Achieving better accessibility then becomes a trade-off between transport improvement and changes in geographical location of housing and everyday activities. It highlights the role of proximity and the usage of slow modes as alternatives to established car-based planning practices. It brings forward a focus on spatial and social context and people, compared with models of derived travel demand based on assumptions of rationality.

Taking the step from transport- to accessibility-based planning practices does however evoke a number of potential problems. It requires a more integrated planning process than the existing one based on sectorial specialization. It hence produces a partly unchartered terrain of linking multi-scalar and multi-sectorial policies of equity and justice to concrete planning goals. Thresholds, understood as concrete minimum and maximum levels of accessibility to everyday activities, become a critical issue. In particular in relation to their role in promoting/constraining socio-spatial justice; who accesses what, where and when in the city.

The aim of this paper is to critically examine the potentials and limitations of the use of thresholds in accessibility based planning. Based on Swedish and European-wide research we will combine empirical cases with a conceptual discussion around issues such as the role of thresholds, the definition and equity aspects of minimum/maximum thresholds, and the significance of scale and context sensitivity.