Walkably: an address-level walkability score for 31 European countries, with every validation result reported

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Abstract

Walkably gives the streets of 31 European countries a walkability score from 0 to 100, on hexagonal cells about 95 m across. Reach, 60% of the score, measures walking minutes on the street network to eight daily needs. Street quality, 40%, measures traffic, busy roads, slope, summer shade and, where loaded, noise. A city or district score is the score where its typical resident lives, a median weighted by population. Places come from OpenStreetMap.

Every pass mark was written down before any result was seen. Against the share of people who walk to work in census neighbourhoods, the score passes in all five places tested: France 0.73, Northern Ireland 0.70, Ireland 0.69, England and Wales 0.62 and Scotland 0.46 (median rank correlation per area; pass mark 0.35). It agrees with a 15-minute walking index for Amsterdam (0.74), with walking trips in the Madrid travel survey (0.44) and with official Dutch distances to supermarkets (0.86). Outside Europe, in the 10 largest US cities, it passes narrowly (0.36). It fails eight checks. Between towns, it passes in Czechia (0.44) but fails in Portugal (0.13) and Italy (−0.03). Across larger areas, it does not match walking to work city by city (0.00; a second version, walking or public transport, passes at 0.60), the share who walk by country and type of area (0.18) or satisfaction with public spaces in cities (0.10). Its street part fails against summer shade and a street audit in Barcelona. A plain count of places within 800 m also ranks neighbourhoods slightly better. Section 4 reports every check. The scores are free to reuse under the Open Database License.

1. Introduction

1.1 Why an address-level score for Europe

People choose where to live, and cities choose where to build, partly on how easy daily life is on foot. A person looking at a flat wants to know how far the nearest grocery shop, school or bus stop is. A city planner wants to know which neighbourhoods lack these things. Both need a measure for a single address that works the same way across borders.

In North America, Walk Score gives an address a score from 0 to 100 [R1]. Walkably gives a score for the streets of 31 European countries, with the walk to each daily need in minutes, and publishes its checks. The map is free to use at walkably.org.

This paper describes what the score measures, how it is built, and how well it agrees with independent data. We report every check we published, including the ones that failed, because a score

used to judge a neighbourhood should say where it can be trusted.

1.2 Related work

Walk Score. Walk Score measures walking routes from an address to nearby places in several categories. Places within a 5-minute walk (0.25 miles) earn full points. A decay function gives fewer points to places further away, and no points after a 30-minute walk. The score also uses population density and road measures such as block length and intersection density [R1]. For the home addresses of 296 people in two trials, Walk Score correlated with street connectivity, residential density and access to public transport, and also with crime [R2]. Our Reach part follows a similar idea: minutes on foot to daily needs, with fewer points for a longer walk.

Indices built from land use and street form. Frank and colleagues built a walkability index from parcel-level data and checked it against travel surveys [R3]. Indices of this kind describe the built form of an area, not the walk from one address to the nearest shop.

A Europe-wide index. Patel and colleagues built a walkability index for the whole European region on a grid of 100 m squares [R4]. It combines seven parts: walkable street length, intersection density, green spaces, slope, public transport access, land use mix and 15-minute walking areas. The index is weighted by population, and it names Barcelona, Berlin, Munich, Paris and Warsaw as leaders [R4]. Walkably differs in three ways: street quality is 40% of the score; the score gives walking minutes to each named need, so a reader can see why a place scores as it does; and each check against independent data is published with its pass mark. Our cells, about 95 m across, are close in size to their 100 m squares.

15-minute measures. The 15-minute city idea asks whether daily needs are within a short walk or bicycle ride of home [R5]. Transform Transport publishes a 15min City Score for 786 functional urban areas in Europe, from 0 to 100, on hexagons of about 0.105 km², under a licence that allows no commercial use [R6]. Koljensic published a fine-grained 15-minute walking index for Amsterdam [R7]. We compare our score with that index in Section 4.4.

Street-level audits. Bartzokas-Tsiompras, Bakogiannis and Nikitas rated about 112,000 street segments and crossings from street images in 59 European city centres in 26 countries [R8, R9]. We use their published ratings in two of our checks, and street ratings that Bartzokas-Tsiompras shared with us in a third (Section 4.8).

Population-weighted city measures. A city average can mislead. Cortright noted that Walk Score's city rankings compared municipalities of very different extent, such as Miami (about 400,000 people) and Chicago (about 2.7 million). He argued for metropolitan areas as the unit, and for counting the people who live in places that score 80 or more [R10]. Walk Score weights each point by population density, "so that the rankings reflect where people live" [R1]. We follow the same principle: a Walkably city score is the score where the typical resident lives (Section 3.5).

2. Data

2.1 Streets, paths and places

Streets, footpaths and the places that meet daily needs come from OpenStreetMap, under the Open Database License (ODbL) [R11]. A place counts when it is close to a street a person can walk on. Section 3.2 lists the kinds of place in each need.

OpenStreetMap is mapped by volunteers, so its completeness varies by country and by town. We add a country to the map only when OpenStreetMap there lists at least as many shops, services and streets per resident as the least-mapped country already on the map.

2.2 Population

We use the Eurostat Census 2021 population grid at 1 km. Inside each square, the population is shared out with the Joint Research Centre's GHS-POP R2023A layer (CC BY 4.0). Great Britain, Northern Ireland and Iceland have no census grid, so there we use small-area census tables (Open Government Licence v3.0; Iceland CC BY 4.0). We use only how many people live in each place.

2.3 Street-quality layers

- Traffic: road type, speed limit and number of lanes, from OpenStreetMap. UK speed limits in miles per hour are counted like the matching limit in km/h.
- Building heights, where OpenStreetMap has none: the Joint Research Centre's GHS-BUILT-H R2023A (CC BY 4.0).
- Tree cover, for summer shade: Copernicus Land Monitoring Service, Tree Cover Density 2018, under the Copernicus data policy. In Barcelona we also use the city's street tree register (CC BY 4.0).
- Terrain, for slope: national terrain models and the Copernicus DEM, under the licence of each country. In the Netherlands, slope uses better national height data.
- Noise: the Barcelona noise map (CC BY 4.0). So far, Barcelona is the one city with a noise map loaded.

2.4 Validation data

The validation data are official statistics, travel surveys and published research data, listed with their licences in Section 7.2.

3. Method

This section describes the method of data version 2026.11-m5. Each change to the method is listed with its date on walkably.org/changes.

3.1 Cells

We cover the map with hexagonal cells. Each cell is about 95 m across, and its sides are 55 m. Every cell that a street passes through gets a score from 0 to 100, except one kind. A cell where the street is not joined to the rest of the street network in OpenStreetMap gets no score, because we cannot count the walk from it. The map shows it as a mapping gap.

3.2 The eight daily needs

From each cell we measure the walk to eight daily needs:

1. Groceries: supermarkets, corner shops, greengrocers, bakeries, pastry shops, butchers, fishmongers, delis, cheese and dairy shops, health-food and frozen-food shops, farm shops and markets.
2. Food and drink: restaurants, cafés, bars, pubs, beer gardens, fast-food and ice-cream places, and food courts.

3. Shops: every other shop, from clothes and books to hairdressers and opticians, plus banks and post offices. Empty shop units do not count.
4. Health: pharmacies, doctors, clinics, hospitals, dentists and other places OpenStreetMap marks as health care. Vets do not count.
5. School: schools, nurseries and childcare, colleges and universities.
6. Parks: parks of any size, gardens and playgrounds. Private gardens, nature reserves and wild land do not count.
7. Culture: theatres, cinemas, libraries, museums, galleries, arts centres, music venues and community centres. Gyms and sports centres do not count.
8. Public transport: train stations and stops, metro stations and entrances, tram stops, and bus stops and platforms. We count every stop OpenStreetMap lists. We have no timetables, so we do not know how often a bus, tram or train comes.

3.3 Walking network

We measure walks along streets and footpaths in OpenStreetMap, never in a straight line or a circle around an address. Main roads that are open to people on foot count as walking routes. Walks to schools and hospitals end at the edge of the grounds, not in the middle.

3.4 The score

The score has two parts.

Reach (60%) measures how close the eight daily needs are on foot. The shorter the walk, the more points it earns. The second and third places nearby count too, so a street with three grocery shops close by scores higher than a street with one.

Street quality (40%) measures how pleasant the streets near the cell are to walk on: traffic, noise where a city noise map is loaded, summer shade, busy roads nearby, and slope. Summer shade is an estimate from building heights and tree cover. We do not count cars, so a quiet street that drivers use as a shortcut can look calmer than it feels.

The total is 60% of Reach plus 40% of street quality, with two limits. A very unpleasant street keeps the score from being high. A place with nothing in walking distance scores low, even when its streets are quiet.

A worked example: at Plaça d'Espanya in Barcelona, all eight needs are within 5 minutes on foot, but the streets are loud and busy. Reach is 96 and street quality is 56. The score is $0.6 \times 96 + 0.4 \times 56 = 57.6 + 22.4 = 80$.

This paper gives the idea of the score, not every constant in it, such as the weight of each need or the shape of each distance curve. Readers can test the published scores against their own data (Section 6).

3.5 City and district scores

Most cities of about 100,000 people or more have their own page. Version 2026.11-m5 has 528 cities. Each city is measured inside its own official boundary, not a wider urban area. Some cities also rank their districts.

A city's score, and the minutes shown beside it, are those of the place where its typical resident lives: half of its people live in places that score higher, half in places that score lower. This is a median of

the cell scores, weighted by the number of people in each cell (Section 2.2). District scores work the same way.

An unweighted average over cells would count farmland and industrial land as much as dense streets; the weighted median describes what residents have near their homes.

On walkably.org, a word next to each walk, such as "Better than most", compares the walk with the homes of everyone who lives in the 31 countries, so the same minutes get the same word in Zurich, in Paris or in a village.

3.6 Coverage

The map covers 31 countries: Andorra, Austria, Belgium, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, the Netherlands, Norway, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, Switzerland and the United Kingdom. It does not cover the Canary Islands in Spain, or Réunion and Martinique in France. The data described here is version 2026.11-m5, published on Zenodo on 3 November 2026. It uses OpenStreetMap data from 28 October to 1 November 2026, one date per country, and its map file was built on 3 November 2026 [R12].

4. Validation

4.1 Design of the checks

Most checks compare two orders. We put a set of areas in order twice: once by our score and once by an independent measure, such as the share of people who walk to work. Then we measure how well the two orders agree, with a rank correlation (Spearman's) from −1 to 1. At 1, the two orders are the same; at 0, there is no link. For the census checks, the rank correlation is computed inside each city, county or council area, and we report the median area of each country. Where we give a range ("likely between"), it shows how far the result could move with another sample of the same areas; for the share who walk by country and type of area, and for the city survey on public spaces (Section 4.8), it is a 95% band from 2,000 random redraws of the units.

We wrote each pass mark down before we saw any result. A second version of a check was written down before its re-run, kept the same pass mark, and both results are reported. We do not tune the score to a check. Fixing an input that was read wrongly is not tuning, and we report the run before the fix: in the US test (Section 4.6), the earlier run did not convert speed limits from miles per hour and had no tree data.

Every result in Section 4 is as reported on walkably.org/accuracy, read 3 November 2026. Where that page gives the date of a run, the date is given beside the result. All the checks ran before the map file of data version 2026.11-m5 was built.

4.2 Walking to work, neighbourhood by neighbourhood

In France, England and Wales, Ireland, Scotland and Northern Ireland, the census counts how people get to work in each small neighbourhood. In every city, county or council area, we put the neighbourhoods in order by the share who walk to work and by our score. Walking to work is only one kind of walking, so we set the pass mark at a moderate 0.35.

Table 1. Walking to work in census neighbourhoods (median area; pass mark 0.35)

Place	Census	Areas	Median rank correlation	Result
France	INSEE census 2021	28 cities	0.73	Pass
Northern Ireland	NISRA Census 2021	11 districts	0.70	Pass
Ireland	CSO Census 2022	34 counties and cities	0.69	Pass
England and Wales	ONS Census 2021	301 council areas	0.62	Pass
Scotland	NRS Scotland's Census 2022	32 council areas	0.46	Pass

The score was not changed between the France run and the England and Wales run, and Scotland and Northern Ireland were run afterwards with nothing changed. In the one Paris district in the check, the 16th arrondissement, where almost everything is a few minutes from everywhere, the match is only 0.17, across at most 78 census neighbourhoods. In Northern Ireland, Reach alone agrees just as well (0.70). A stricter way of placing map cells in neighbourhoods moves the France and Ireland results by 0.002 at most.

Against a population map. Ranked by people per km², the same neighbourhoods agree with walking to work much less: France 0.73 for our score against 0.52, and England and Wales 0.63 against 0.41 (a separate run, hence 0.63 rather than 0.62). Our score did better in all 28 French cities and in 288 of the 301 areas in England and Wales.

Against income. In Paris, across 864 neighbourhoods, the score and income barely agree (0.07). In Chicago, outside our 31 countries (Section 4.6), they agree strongly (0.66 across 365 census tracts), more than a population map does there (0.38). One city on each side is only a first look.

4.3 A weaker check between towns

In Czechia, Portugal and Italy, we ran the check between towns or parishes inside each district, region or province. Between towns, size drives both numbers, because a bigger town has more shops and more jobs close to home. This check is easier to pass, so we keep it apart from Table 1. The pass mark is the same 0.35.

- **Czechia: pass (0.44).** Across 63 districts, the median district agrees at 0.44. Reach alone gives 0.45, so the street layers add nothing here. Inside Prague, across 57 districts, the score agrees at 0.71, and Reach alone at 0.74.
- **Portugal: fail (0.13).** Across 20 regions, the median region agrees at 0.13, and Reach alone also at 0.13. One untested reason: fewer people walk to work in bigger Portuguese parishes, while our score rises with parish size.
- **Italy: fail (−0.03).** The 2011 census counts travel to work by town, and Rome and Milan are one town each. Across 65 provinces, the median province agrees at −0.03: no link. 29 of the 65 are above zero, 5 reach the mark, and the province of Milan is highest at 0.58. In several provinces of the northern plain, such as Padua and Bologna, the order runs the other way.

4.4 Two checks inside single cities

Amsterdam: pass (0.74; pass mark 0.6). Koljensic published a 15-minute walking index for Amsterdam with a different method: walking areas from a route planner, 15 kinds of place and the

CBS population grid [R7]. Across 6,910 populated blocks of 100 m, our scores put places in nearly the same order (0.74), and 0.80 across 449 squares of 500 m. Both use places from OpenStreetMap, so the agreement tests how the two methods turn the same places into a score. It does not show the map is complete.

Madrid: pass (0.44; pass mark 0.35). Madrid's 2018 household travel survey records every trip by where it starts. Across 530 zones of Madrid city, the share of trips made on foot and our score agree at 0.44 (likely between 0.36 and 0.51). This is a moderate agreement. Reach alone gives 0.41, so the street layers add a little. The whole Madrid region gives 0.43.

4.5 The Netherlands, against official distances

Statistics Netherlands (CBS) publishes, for every neighbourhood, the road distance to the nearest supermarket, GP, pharmacy and primary school. We compared the order of the 12,283 neighbourhoods with at least 100 residents by these distances and by our walking minutes (CBS 2025 figures, marked provisional by CBS). The pass mark is for the whole country. Table 2 adds two extra looks: the four largest cities, and a fourth column that keeps only the neighbourhoods where, from every cell, we find a place of that need in walking distance.

Table 2. Walking minutes against CBS distances (pass mark 0.6 for the Netherlands column; likely ranges in brackets)

Need (CBS place)	Netherlands	Four largest cities	Neighbourhoods where we find a place	Result (Netherlands)
Groceries (supermarket)	0.86 (0.85 to 0.87)	0.73 (0.69 to 0.77)	0.73	Pass
Health (GP)	0.78 (0.77 to 0.79)	0.61 (0.55 to 0.66)	0.56	Pass
Health (pharmacy)	0.77 (0.76 to 0.78)	0.61 (0.55 to 0.65)	0.53	Pass
School (primary school)	0.74 (0.73 to 0.75)	0.48 (0.41 to 0.54)	0.52	Pass

The four largest cities are Amsterdam, Rotterdam, Den Haag and Utrecht (732 neighbourhoods). Part of the high national figure comes from easy cases: a village with no shop in walking distance is far from one on both measures. The fourth column removes that effect. The lower city figure for schools may be because our school need also counts nurseries and universities; we have not tested this.

4.6 A test outside Europe

To test the method outside our map, we ran the same score in the 10 largest US cities, against the share who walk to work in about 3,000 census tracts within 10 km of each city centre (American Community Survey, 2020 to 2024). The median city agrees at 0.36, just over the pass mark of 0.35. An earlier run, on 10 October 2026, gave 0.34; it did not convert US speed limits from miles per hour and had no US tree data. Philadelphia agrees best (0.60) and San Antonio least (0.09), a city where about 1 person in 100 walks to work. In Chicago, a travel survey records every trip, and the score tracks walking for all daily trips (0.53) much more closely than walking to work (0.26).

4.7 Places and walks

Are the places really there? We drew 291 addresses in 31 countries and checked 80 of our answers one by one against other sources. When we name a place near an address, it was there about 91 times in 100. When we say no place of a need is in walking distance, that held about 85 times in 100; most misses were places missing from OpenStreetMap. We checked each answer against a second map of places and other sources; a place missing from all of them cannot be seen this way, so 85 in 100 is more likely a ceiling than a floor. In England, we checked 600 homes, drawn at random and more often where more people live, against the official lists of schools and of public transport stops. For about 3 to 5% of homes, one of these lists put a school or stop 3 or more minutes closer than our map.

The real walk against a straight line. Many maps use a straight-line shortcut instead of the real walk: the straight distance times a fixed factor for the bends in the streets. On 29 October 2026 we drew 115 places at random in 24 of our 31 countries: 28 in big city centres, 30 in smaller cities, 24 in suburbs, 26 in small towns and 7 on islands. For each place and each of the eight needs, we took the nearest place in a straight line and turned that distance into minutes the way the straight-line shortcut does: the straight line times 1.3, at 80 metres a minute. Then we compared that with the walk on the streets of OpenStreetMap, at the same speed. In 53 cases no place of that need lay within 1.6 km, which leaves 867 answers.

Of the 867 answers, 72 were off by 3 minutes or more (8.3%; likely between 5% and 12%), and in 65 of those 72 the straight line made the place look closer. Half of all answers are off by less than half a minute, so the risk is in the large errors. In 216 of the 867, about 1 in 4, the nearest place in a straight line is not the nearest on foot. A better fixed factor does not remove the problem: 1.38, the single factor that fits these 867 answers best, still leaves the straight line off by 3 minutes or more in about 7.5% of answers. An earlier test on 27 October 2026, at 67 places in 6 countries, found 56 of 513 answers off (10.9%).

4.8 Checks that did not pass, and related results

City against city: fail (0.00; pass mark 0.50). Eurostat publishes the share of people who walk to work for whole cities. Across 195 cities in 20 of our 31 countries, our city scores do not agree with it (0.00). The measure has a flaw of its own. Where a metro carries people to work, few of them walk the whole way, so greater Paris (7.8%) and Lille (7.1%) rank below Clermont-Ferrand (14.5%), a city with no metro. Before the re-run we wrote down a second version with the same pass mark: the share who walk or take public transport to work. It agrees at 0.60 and passes.

Share who walk, by country and type of area: fail (0.18; pass mark 0.30). Eurostat's EU-SILC survey publishes, per country, the share of people who travel most often on foot in cities, in towns and suburbs, and in rural areas. Against our mean score for the same country and type of area, 75 of 87 pairs could be used, and they agree at 0.18 (likely between −0.05 and 0.39). How people travel most often also depends on income and car ownership.

City survey on public spaces: fail (0.10; pass mark 0.30). A 2023 Eurostat survey asked city residents whether they are satisfied with public spaces such as markets and squares. For 69 of its 80 cities, the answer and our city score agree at 0.10 (likely between −0.14 and 0.34). The answer is an opinion about the whole city.

Summer shade: fail (−0.18; pass mark 0.40). The study of 59 city centres measured how much of each street has trees over it [R8, R9]. In the 43 centres that lie on our map with at least 50 of our

cells in the audited area, our shade does not agree with it (−0.18). The audit counts trees only, and we also count building shadows; our shade from trees alone, a second version written down first, gives 0.27, still under the mark. The audit also counts a whole street as shaded when trees cover more than a quarter of it, while we count only the part in shadow. In central Barcelona it finds 95% and our trees alone 26%. The same study confirms our busy-road measure, at 0.56 across the same 43 centres, above its pass mark of 0.40.

Barcelona, street by street: fail (−0.03; pass mark 0.40). Bartzokas-Tsiompras shared his ratings of close to 2,000 street segments in the Eixample, rated by trained observers from street images taken in 2018 and 2019 on 14 items [R8, R9]. Our street quality does not agree with the audit's overall score (−0.03). Many sidewalks carry the street's name on the map, so some segments were matched to a sidewalk; a second version, written down first, matched each segment to the road only and gave −0.07. Our shade from trees alone gave 0.10. Two likely reasons, found after the result: most of the 14 items rate things our score does not measure, such as bike lanes, benches and graffiti, and our shade estimate misses many street trees.

Against a simple count of places: fail (France 0.73 against 0.78; England and Wales 0.63 against 0.67; required margin 0.05). Before the run, we wrote down that our score should beat two simple rankings by 0.05 or more, in France and in England and Wales. One ranks neighbourhoods by people per km². The other is a plain count of shops, schools and other places within 800 m. Our score beats the ranking by people (Section 4.2) but not the count of places: France 0.73 against 0.78, and England and Wales 0.63 against 0.67 (the separate run of Section 4.2). The street-quality part of the score, on its own, beats neither.

4.9 What the results mean

Figure 1 puts every check with a pass mark side by side.

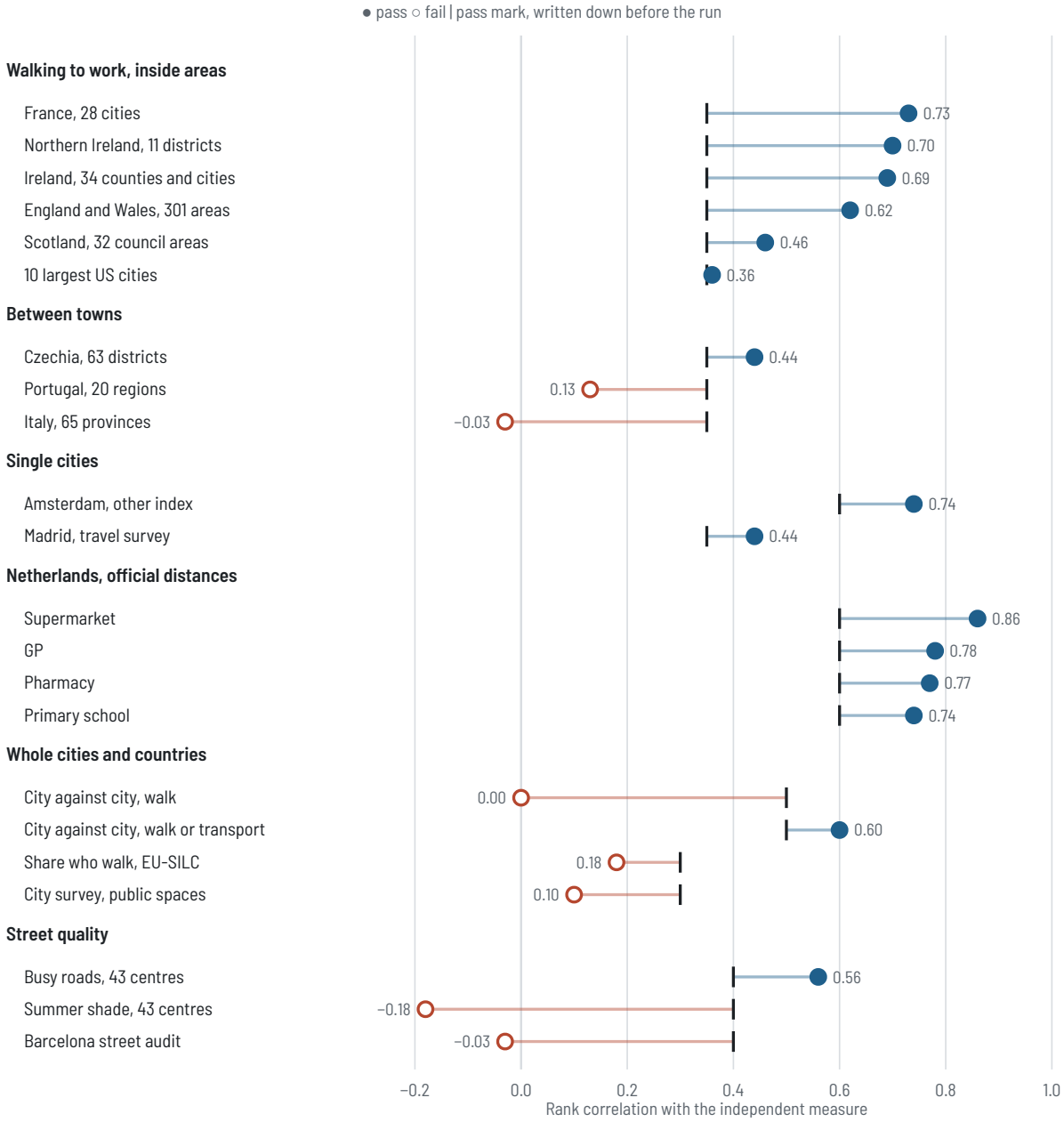


Figure 1. Every check with a pass mark in Section 4: the result (dot) and the pass mark written down before the run (bar). The simple count of places (Section 4.8) is a comparison between two scores, so it is not drawn.

In all five census places of Table 1, the score orders neighbourhoods inside each city, county or council area in line with census walking to work. The agreement is weaker in the one Paris district tested (0.17) and in the 10 US cities (median 0.36). It also agrees with official Dutch distances and with an independent index for Amsterdam. It does not rank whole cities against each other by walking to work, and it does not predict how often people in a country go on foot. Both of those may depend on things the score does not measure, such as metro use, income and car ownership; we have not tested this.

Street quality is the weaker part. It passed the busy-road check, failed the shade and Barcelona audit checks, and adds little or nothing in Northern Ireland, Czechia and Portugal. A plain count of places within 800 m ranks neighbourhoods slightly better in France and in England and Wales. We keep the score because it gives the walk to each daily need in minutes, which a count cannot. Its street part needs more work.

5. Limitations

- **Map completeness.** Where OpenStreetMap misses a place, the walk to that need is too long. "Nothing in walking distance" held about 85 times in 100 (Section 4.7).
- **Routes, not trips.** Our walks are routes on the map, not GPS records of real trips.
- **Public transport.** We count stops but have no timetables, so we do not know how often a bus, tram or train comes (Section 3.2).
- **Street quality.** We do not count cars. Noise is loaded for Barcelona only. Summer shade is an estimate and failed its check (Section 4.8).
- **Where the checks ran.** The neighbourhood census check covers France, Ireland and the United Kingdom; the weaker check between towns fails in Portugal and Italy. The city check against Eurostat covers 195 cities in 20 countries. It leaves out the 11 countries added to the map later.
- **Walking to work.** Most of our checks use walking to work, which is one kind of walking. In England and Wales, the 2021 census took place during a COVID lockdown.
- **Income.** In Paris, the score and income barely agree (0.07); in Chicago, they agree strongly (0.66). One city on each side is only a first look, and our results do not show that the score is free of income effects.
- **City boundaries.** City scores use each city's official boundary. Cortright argued that such boundaries are a poor unit for comparing cities, and that metropolitan areas are a better one [R10]. A metropolitan version of our city scores is future work.
- **Changes over time.** The score changes when the map data and the method change. Each change is listed with its date on walkably.org/changes. All the checks ran on builds before data version 2026.11-m5 (Section 4.1), and a re-run can move a result slightly.
- **Constants.** This paper does not publish every constant of the score (Section 3.4). Readers can test the scores against their own data with the files in Section 6.

6. Data availability

The scores are free to reuse under the Open Database License (ODbL). Anyone may copy, change and share the data, including for business use, with credit to Walkably and to OpenStreetMap contributors. A changed version that is shared must use the same licence.

Version 2026.11-m5 of the data is archived on Zenodo [R12]. It holds:

- the map file for all 31 countries (europe.pmtiles, 13.6 GB), with the score and the walking minutes for each cell;
- a table with one row for each of the 528 cities (cities.csv);
- a table for Hamburg's 104 official districts (districts_hamburg.csv);
- a README that explains every file, a list of every field of every file (DICTIONARY.csv), a short script that gives the grid cell of any point (cell_id.py), the credits, the licence and checksums.

The DOI 10.5281/zenodo.23786100 always points to the newest version; the DOI of version 2026.11-m5 is 10.5281/zenodo.23923351 [R12]. The data page at walkably.org/data links the same archive. The files behind the straight-line test (every answer and the 115 places) can be downloaded from walkably.org/accuracy. Every check, its pass mark and its result are on walkably.org/accuracy.

On request, we also cut the data to a study area: write to hello@walkably.org.

Credit Walkably with a link to walkably.org, and OpenStreetMap contributors with a link to openstreetmap.org/copyright. The exact credit lines are at walkably.org/business/research.

7. References

7.1 Literature and other indices

[R1] Walk Score. Walk Score Methodology. https://www.walkscore.com/methodology.shtml (read 3 November 2026). Walk Score is a registered trademark of Walk Score Management LLC.

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7.2 Validation data

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- 59 European city centres, street ratings and tree cover over streets: see R8 and R9.
- Amsterdam 15-minute index: see R7.