Growing demand for mobility is one of the predominant trends in urban areas. The classic model of mass transport behavior involving "home - work" travel is increasingly replaced by a model with a lot of correspondence centers at the expense of so-called "third places": shopping malls, public spaces, creative clusters, cafes, restaurants, etc. In this case, the total amount of urban journeys is constantly growing in proportion to trips of short and medium (up to 5 km) distance. This tendency is reinforced by the growth of the post-industrial economy and improving people's welfare. At the same time, there is increasing demand for different types of non-motorized transport (NMT) underscoring a turn towards healthy lifestyles. This demand may take the form of professional or personal travel, as well as recreation activities such as active sports. Bicycles, walking, roller skates, monocycles, skateboards, longboards, skiing, etc are some of the most characteristic examples.

The development of NMT has obvious economic advantages as well: it minimizes transport costs, reduces damages associated with the emission of air pollutants and traffic noise, reduces losses associated with traffic congestion of road networks as well as public transport congestion.

Experience shows that in their vast majority city transport systems were developed focused on the use of car and, in part, rail transport and, therefore may be ill-suited for NMT. The lack of adequately developed infrastructure is also associated with low levels of safety. As a result, in many cases, cities cannot meet the increasingly growing demand for NMT.
Considering the above and taking into account the main findings and conclusions of the conference, participants noted the importance of:

- enhancing the role of national, regional and local authorities in solving the problems of development of NMT systems;
- improving urban planning by ensuring that decisions about building and landscaping adequately accommodate infrastructure that is necessary for NMT (tracks, bicycle parking, NMT means rental networks and so on.);
- Raising awareness of the philosophy behind NMO, not only as a way of active leisure, but also as a cleaner, healthier and more economical mode of public transport;
- Unity routes and infrastructure planning and the creation of NMT projects (renovation) of public spaces (parks, waterfronts, pedestrian streets, squares, creative clusters, etc.);
- Actively applying information and communication technologies to increase the number of NMT users;
- Integrating NMT in intermodal transport systems, especially in the public transport network;
- Improving the safety of NMT.

The participants consider it necessary to:

- Continue the formulation of legislative and normative legal basis for the integration of NMT in transport planning and urban design;
- Continue efforts to engage regional and municipal authorities in the planning, design, construction and operation of NMT infrastructure;
- Provide full support to social movements and community initiatives for the development of NMT projects;
- Ensure coordination and systematization of international and national research and development in the field of NMT, promoting the vision of the Transport, Health and Environment Pan-European Programme (THE PEP) for the achievement of "green and healthy" mobility for all;
- Provide as part of a training program in "sustainable transport and mobility planning" courses for the organization and planning of NMT systems;
• Use the opportunity to promote NMT systems through THE PEP implementation mechanisms (Partnerships, Academy, Relay Races, National Transport, Health and Environment Action Plans - NTHEAPs);

• Consider fully the importance of adequate funding for the development of the NMT, including public and private sources (e.g. through Public-Private Partnerships);

• Recognize the successful practice of holding international conferences, seminars, round tables on issues of sustainable urban transport in the framework of the "PEP relay races" and recommend to Governments concerned to continue supporting THE PEP Programme, with the support of the Secretariat,

The participants in relation to the above call for relevant ministries and national authorities in the fields of transport, health, the environment and urban and spatial planning in the UNECE-WHO region to:

• Actively participate in the implementation of THE PEP, including the allocation of the necessary funding to achieve the objectives of the Paris Declaration of the Fourth High-level Meeting of THE PEP (Paris, 14 - 16 April 2014);

• Strengthen the role of the Ministries of Environment and Health in efforts to improve the environmental performance of transport sector initiatives;

• Promote the active involvement of transport authorities and bodies responsible for municipal, territorial and transport planning, in related activities at the international level;

• Provide support for research and development in the field of forecasting the development of NMT systems in the future;

• Develop national plans for the development of NMT systems, including cycling in collaboration with THE PEP Partnership for Cycling Promotion;

• and call on local authorities to:

• for consolidation of actions of federal , regional and local authorities in development of National sustainable transport Plan , NMP systems actively use the main strategic platform of XV All-Russia Forum "Strategic planning in the regions and cities of Russia: Building Alignment through the Dialogue" , as
well as for promotion of the best international and Russian practices of cycling infrastructure and cycling culture development within the 5-th Green Forum Day (on October 24-25, 2016, St. Petersburg)• Give priority to the effective planning and organization of NMT systems;

• Actively introduce advanced international experience in the development of NMT systems;

• Enhance the safety of infrastructure for non-motorized modes of transport that is developed for the daily mobility also of people with special mobility needs;

• Consider the possibility of investing in the development of NMT system and public spaces in the city of Petrozavodsk to ensure its competitiveness and improve the quality of urban living environment for its citizens.