

Dehradun, India

SDGs Cities Challenge Snapshot



SUSTAINABLE DEVELOPMENT GOALS
CITIES CHALLENGE

Challenge Overview

Urban service delivery in Dehradun is facing increasing stress due to high levels of urbanisation and governance gaps in the service delivery architecture. Dehradun, being the state capital, caters to a wide range of institutional, educational and tourism needs. The provisioning of urban infrastructure in the city – both quantity and quality - has not kept pace with the rapid rate of urbanisation over the past two decades.

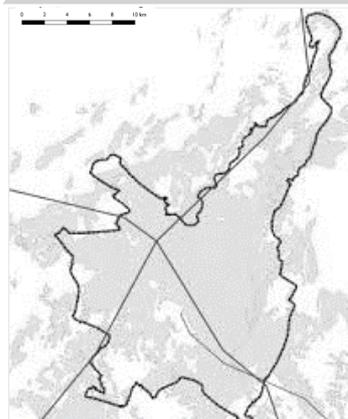
The extremely narrow roads in the core city area, inadequate traffic management throughout the city and a general lack of proper road hierarchy requires a sustained effort over a period of time to reorganise the road sector. Public transport, which is in a rudimentary state, also requires large scale investment to support economic activity commensurate with the growth potential. With more than 300 schools in the city, the increasing intensity of traffic has resulted in traffic congestion and delays and increased accidents and pollution levels, which pose potential threat to the safety and security of school students during their commute to schools.

Our proposal calls for a child friendly mobility plan for the city, with emphasis on providing access to safe and affordable mobility systems in their journey between home and school.

TARGET 11-2



AFFORDABLE AND SUSTAINABLE TRANSPORT SYSTEMS



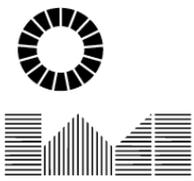
Key City Characteristics

- **Population:** City limits : 578,420 | Density 1,900/km² (5,000/sq mi) | Metropolitan area limits: 714,223
- **City Classification:** The capital city of the state of Uttarakhand in India.
- **Governance:** Dehradun Nagar Nigam (NND) is the municipal body responsible for provision of basic services to citizens. NND works under the administrative aegis of the Urban Development Department of the Government of Uttarakhand. NND is headed by a Commissioner from the Indian Administrative Service. At the local level, there are several other agencies involved in urban planning, service delivery and management including the Dehradun Smart City Ltd. (an SPV – need to spell out what this is formed under the Indian Government’s Smart Cities Mission), the Mussoorie-Dehradun Development Authority and local offices of State Departments such as the Public Works Department and Drinking Water Corporation. Intra city transport services are provided by privately owned public and intermediate public transport service providers.
- **Climate & Geography:** The climate of Dehradun is humid subtropical. It varies greatly from tropical to severe cold depending upon the altitude of the area. The city is hilly and temperature variations due to difference in elevation are considerable. In the hilly regions, the summer is pleasant.
- **Economy:** The main source of income in Dehradun is its tourism. The city's economy is enhanced by the presence of nearby national parks, mountain peaks and historical sites. Dehradun has a per capita income close to \$2400 (per 2012 figures: national average \$800). It has enjoyed strong economic growth in the last 20 years. Dehradun has experienced a commercial and information technology upswing, amplified by the establishment of Software Technology Parks of India (STPI) and SEZs (Special Economic Zones). Regional offices of Genpact, Spice Digital, Serco, Aptara and IndiaMART are located in Dehradun. It also hosts training institutions of national importance such as the Indian Military Academy, Indira Gandhi National Forest Academy (IGNFA) and the Zoological Survey of India (ZSI).
- **Languages:** Official: Hindi and Sanskrit. Regional: Garhwali
- **Cultural Features:** After becoming the capital, there has been continuous growth in education, communication and transport. As the state capital, Dehradun is home to many government institutions. The city centre is easily recognised by the Clock Tower (Ghanta Ghar), a structure with six functioning clocks. Dehradun has been home to artists and writers including Stephen Alter, Nayantara Sahgal, Allan Sealy and Ruskin Bond.



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SUSTAINABLE DEVELOPMENT GOALS CITIES CHALLENGE

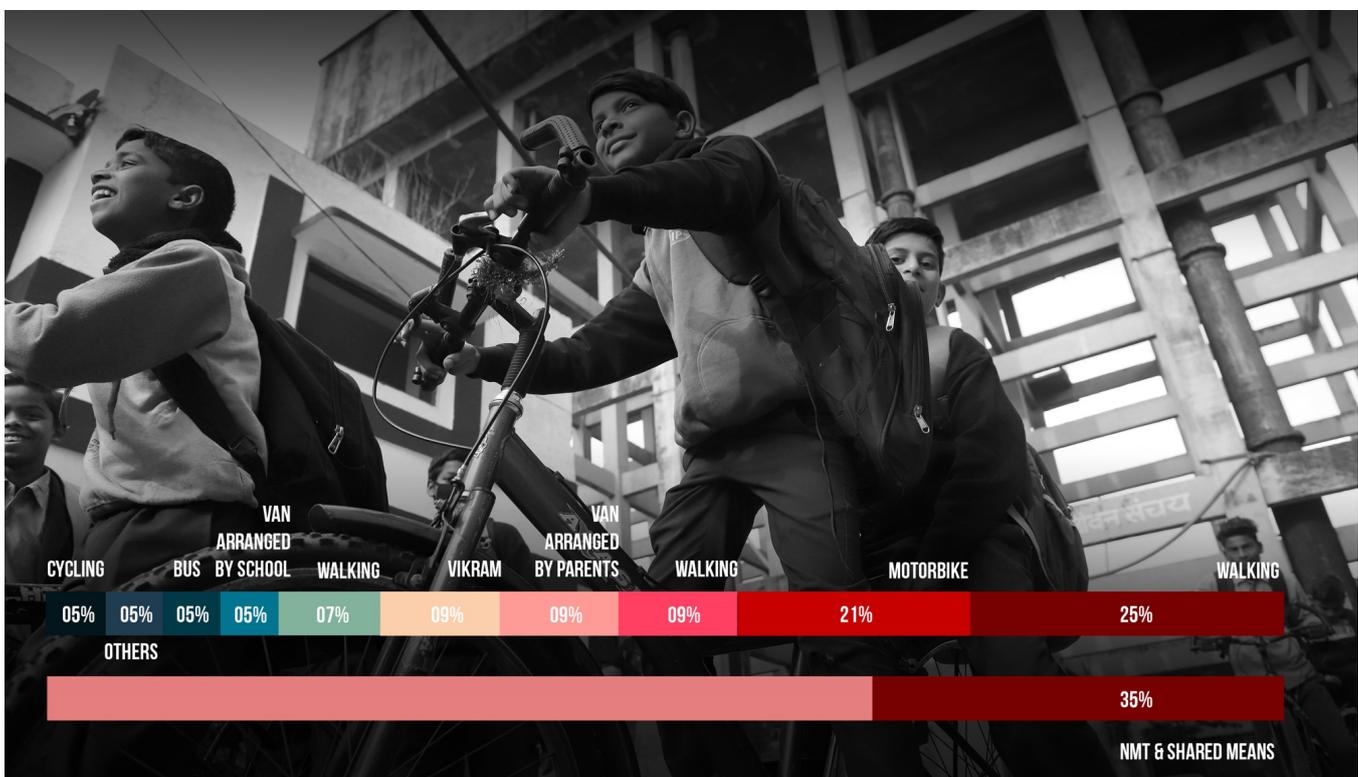
Existing Data & Challenge Data Needs

The foremost goal of this initiative is to include child friendly design aspects in ease mobility considerations, thereby mainstreaming the needs of school students in the urban policy and planning framework of the city. In a first of its kind initiative, the project looks at co-creation of student mobility needs in a comprehensive manner across thematic areas of safety and transportation mobility. This initiative aims to become a unique experimentation laboratory for the Ministry of Housing and Urban Affairs Child Friendly Smart Cities to promote knowledge driven, advanced and effective child friendly mobility frameworks that will include children’s perspectives and encourage their participation. Through a set of identified interventions, the project aims to promote the safe and accessible use of non-motorized means and achieve a benchmark of 50% of daily trips being commuted through these active green modes.

Key Linkages

Localisation of the SDGs in Dehradun is aligned with the State vision document of Uttarakhand 2030 for attaining the SDGs. The document sets out state determined targets that are parallel to the global SDGs. The Government of India also released a comprehensive Voluntary National Review (VNR) in 2020, which noted that the State has made good progress towards SDG11. The State has also initiated the development of district level SDG monitoring and this is being piloted in the City of Dehradun

While there is an alignment between the SDGs and the City’s development framework, Goal 11.2 is not strongly featured . This also doesn’t capture representation from vulnerable groups such as children and people with disabilities.



Source: Baseline Report – Child friendly City Project - 2020

Existing Challenge Partners

CITIIS (needs to be spelt out) is supported by the Ministry of Housing and Urban Affairs (MoHUA), Agence Française de Développement (AFD) and the European Union (EU). The aim of the project is to provide financial assistance by way of grants and technical assistance through international and domestic experts. The project is being coordinated and managed by the Program Management Unit (PMU) at the National Institute of Urban Affairs (NIUA) in New Delhi.

MoHUA selected 12 cities across four broad themes: sustainable mobility, public open spaces, e-Governance and ICT, and social and organizational innovation for low-income settlements. One such innovative project which has received recognition under the CITIIS component is the Dehradun Child Friendly City project.

In a first-of-its-kind initiative, the project looks at co-creation of student’s mobility needs in a comprehensive manner across thematic areas of health, safety and security and transportation mobility.

The Challenge Pitch

It is hoped that this SDGs cities Challenge will:

- Explore partnerships with stakeholders investing in emerging and scalable solutions to build a better future for children and young people globally
- Develop critical legislative and policy support highlighting the needs of children in building city infrastructure
- Through this, identify a list of indicators and establish a data reporting standard with respect to children that would directly contribute to the attainment of target 11-2
- Set in place a benchmarking process to measure and identify progress contributing to the City’s pursuit of sustainable and affordable urban transportation for all.

Key Challenge questions:

1. What are the linkages of SDG 11 with the child-friendliness in a city?
2. How can we establish this linkage when there is no right or uniform methodology established across the world?