being nicely messy
Work produced for
AUDI URBAN FUTURE INITIATIVES, 2012
CURATED BY STYLEPARK
discussing
MUMBAI’S FUTURE MOBILITY

CRIT
Oct, 2012
1. on mumbai
2. on futures
3. on mobility
4. on approaching mumbai’s future mobility
5. tools and possibilities
1. MUMBAI
Mumbai is considered to be the financial capital of India contributing 33% to the total income tax collection. 40% of the total foreign trade takes place from here.

Since the past two decades, Mumbai’s population has been growing much lesser than the national population growth. However, while the population in Mumbai grew by 25% between 1991 and 2010, the number of people traveling by trains during the same years increased by 66% and number of vehicles grew by 181%. At the same time, the number of enterprises in the city increased by 56%.

All of this indicates a restructuring of the economy, where nature of work and movement has changed.
Mumbai

468 sq.km
12.5 m people

No. of Vehicles
(growth of 181%)

Train Trips
(growth of 66%)

No. of Establishments
(growth of 56%)

Population
(growth of 25%)

PERCENTAGE ANNUAL GROWTH


0 10 20 30 40 50 60 70 80 90 100
economic restructuring &
new movement patterns
new patterns of work emerged as the new entrepreneurs struggled to survive and settle. They occupied varied locations and blurred the distinction between formality and informality; legality and illegality as all of them produced legitimate commodities and services.

new patterns of work & living
the entrepreneurs of Mumbai have innovatively occupied city spaces maximizing their efficiency and being rather discreet in their use of space. The most pronounced of such occupation are seen along the street edges.

the logic of the city – blurred edges
in many cases, the actual boundary between the built-form and the street mutates to form the blur. This blur is the urban form of the city - emerging from the logics of production, work, living and movement. Along with the street edges, the entrepreneurs also occupy other awkward spaces - claimed through a variety of tenures.

the logic of the city - complicated occupancies & mutating boundaries
the blur also allows high number of transactions, allowing more people to live and more activities to be conducted. The mixing of activities that is afforded in the blurry condition further contributes to the high transactional capacity of the urban form.

the logic of the city - high transactional capacities
the logic of the city works itself out through diffused boundaries, blurred edges, complicated occupancies, mixing of uses, and innovative ways of inhabiting space. the city has settled through years of such blurring. this blur is the city.

the logic of the city – the intensities
in mumbai, spaces and forms blur allowing for high transactions between them
this blur forms the logic of the city
2.

FUTURE
Ideas about future cities have been dominated by two imaginations: first, of a utopian coherence unified by robust information systems and coordinated by super infrastructure; and second, a city engendered by catastrophes of environment, poverty, and deterioration. Inherent in these imaginations of coherence and catastrophes, is the idea of time as a singular linear rhythm, of space as an entity with fixed coordinates and of people as homogenous and inert mass.

The city, on the contrary, multiplies time(s), blurs boundaries, mixes categories, provides platforms, builds connections, and opens up probabilities to transact – creating possibilities for divergent future trajectories. To talk of “a” future for cities, be it utopian or dystopian, forecloses the possibilities that cities open.
9 different conditions of Mumbai were studied.

- Colonial Business District
- Inner City Area with old dilapidated built fabric
- Eastern waterfront (port & industry)
- Dense Incremental Settlement near a railway station
- Western waterfront (elite residential areas)
- Suburban neighborhoods (middle class areas)
- Suburban areas with incremental settlements
- New Business Process Outsourcing Areas
- City edge
every condition in the city has a possibility of a different future ...
... of many futures
every condition in the city has a possibility of a different future... of many futures
city of many possibilities – many futures
city of many possibilities – many futures
the project is not about imagining ‘a’ future as there could be many futures depending on who is imagining it
However, patterns emerge from these, from which the trajectories of the future could be drawn.
1. **trajectory of high polarization** - social and physical edges between communities will harden reducing the transactional capacity of the urban form. This is detrimental to the logic of the city.
Resources
Social & physical infrastructure, space, etc.

Transactional Capacities
Densities, number of activities, networks, transactions, livelihoods, cultural settling, security, accommodation of diversity, etc.

Degree of Blur

Skyscraping Apartments  Apartment Blocks  Old Labor Housing  Dilapidated Bazaar Housing  Incremental Settlements

transactional capacities vis-à-vis type / form
the emerging urban form removes the blurriness, thus reducing transactional capacities
as a result polarized landscapes emerge, with exclusive and expensive apartments for the rich and dense colonies of the poor.
2. trajectory of economic restructuring - older economic generators of commerce, finance & business process outsourcing will decline and new enterprises related to culture, environment and old age will emerge
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<th>ECONOMY</th>
<th>Agrarian</th>
<th>Mercantile/ Administration</th>
<th>Industrial / Administration</th>
<th>Finance, Commerce, Retail / Administration</th>
<th>Culture, Environment, Health, Old Age / Administration</th>
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<td>REASONS FOR SHIFT</td>
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<td>1. New technological developments will reduce the need for proximity in conducting business</td>
<td>3. The competitive advantage of the city are its cultural &amp; environmental assets, film industry, health sector, etc.</td>
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<td>2. New national / international locations will displace businesses from Mumbai</td>
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<td>URBAN FORM</td>
<td>Pastoral Landscapes with incremental settlements of farmers &amp; fisher folk</td>
<td>Trade Nodes, Dense Inner Cities with markets, guesthouses, religious spaces</td>
<td>Smoke Stack Landscapes, industries, worker housing, incremental settlements</td>
<td>Skyscraper apartments, Malls, Commercial Blocks, redevelopment of incremental settlements</td>
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<td>Farmers, feudal lords</td>
<td>Merchants, colonial government</td>
<td>Workers, industrialists, government</td>
<td>Corporates, Entrepreneurs &amp; Agents</td>
<td>Culture Workers, Environmentalists, Senior Citizens, Health Workers</td>
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<td>Pre 1650s</td>
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<td>1850s to 1980s</td>
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changing economy of Mumbai
3. trajectory of intensification of environmental concerns
Mumbai records hottest March day in 55 years

Prabha Misand, TNN  Mar 27, 2011, 06:16am IST

MUMBAI: The city experienced its second-hottest March day ever on Wednesday, when the mercury soared to 41.6 degrees Celsius in Colaba. Experts called the hot, dry weather a "new phenomenon" in the city.

It was the hottest day of March in 55 years, with the previous high—also the all-time high—coming on March 28, 1956 when the temperature was 41.7 degrees Celsius.

NATION

Heat is on: Sea levels rising on Indian Coasts

July 29, 2011 | By Syed Akbar | HC | Hyderabad
Tags: Indian coasts, Coast, weather

Coastal cities like Visakhapatnam, Mumbai, Kochi and Chennai are facing long-term threats from the sea as the average sea levels in these cities are going up by 1.30 mm every year.

Data collected by Hyderabad-based Indian
environmental concerns emerge not only as a crisis, but also as a fad and as enterprise
4. trajectory of higher average age of people – city of the old
changing demography of Mumbai
the trajectories for mumbai’s future
3. MOBILITY
When mobility is seen as transport, it ends up in a problem solving exercise that produces either mega projects, intelligent vehicles, or infrastructures that claim to be intelligent. Within the urban realm, the concept of mobility needs to be understood beyond transportation, as transportation itself is embedded in the multiple processes that shape the city.
Mumbai's urbanism is like a froth with overlapping ecosystems of geographies, legislations, claims, powers, kinships, friendships & information.
For CRIT, mobility is a twofold concept. First, it involves the different kinds of movements that are brought about by urban transformations today. These include access, migration, gentrification, class movement, etc.

And second, mobility or to mobilize is the ability to navigate the complex urban ecosystem of geographies, legislations, claims, powers, relationships and information to construct one’s path for the future amidst these movements.
4.

approaching

MUMBAI’S FUTURE MOBILITY
In the past two decades, Mumbai has seen some of the most innovative policies, institutional arrangements and projects planned to produce efficient and equitable urban systems for an intelligible future. Large-scale infrastructure projects, cross-subsidization of housing, geographical and demographic information systems and new urban (re)development policies, are being put in place.
But Mumbai, like any city, is a composite body, where spaces, identities, and forms constantly blur. Here, no form of policy, governance structure, or infrastructure can provide a platform for different groups to pursue their aspirations equally. Rather, they unsettle the city; create new ruffles, new possibilities, new actors, and new relationships. But the act of blurring creates interstices with high transactional capacities. It forms the logic through which the city opens for many to use and create their many futures.
approaching the future with singular mega projects have created ruffles in the city that remain unsettled for a long time. as the city is highly connected, there are unseen implications of such large projects on large numbers of people for a long time.
mega singular ideas for the future are also limited by their one-dimensional nature.
the project is not about imagining 'a' future. It focuses on the processes that are involved in imagining and making the future
the project is not about aspiring for a utopia – but about devising **TOOLS** to engage with future trajectories – tools which different people can use to imagine and make their own futures
TOOLS

tools to blur the social and physical edges to allow transactions

tools to help create and harness new opportunities

tools to engage with the environmental crises

tools to help the old to live in dignity
5.
TOOLS AND POSSIBILITIES
catalogue of new enterprises: the changes in the economy, environment, demography and intensified polarities will create a context for new entrepreneurships. this catalogue is a compilation of such enterprises.
dahisar checknaka: this proposal uses the catalogue of new entrepreneurship to explore possibilities of intervening in highly securitised areas of the city, where agents are developed to facilitate transactions across the boundaries.
tools

catalogue for retrofitting waterfront edges: in 2030 edges between water and land will be highly contested by interests wanting to use them for leisure, work and real-estate. This catalogue provides alternative architectural possibilities where multiple claims and activities could co-exist
** POSSIBILITIES **

**mumbai trans harbor link:** this proposal uses the catalogue for waterfront edges, particularly the architectural strategy of the stilt, along the eastern waterfront of Mumbai. This strategy preserves the sensitive coastal ecology, provides space for work environments, and simultaneously allows for the growth of environmental tourism industry (bird watching). In doing so, it resists the speculation spurred by the proposal of the trans harbor link.
catalogue for enterprise paraphernalia – (from left to right and clock wise) – astrologer’s high chair, painter’s ladder cum bench, booksellers’ reading section, suitcase shop that doubles as a seat, suit case shop that opens as a stand-alone shop
catalogue for greening vertical neighborhoods: In 2030, environment will be central to discussion on urban crises generating a context for greening vertical blocks. This manual is designed to convert high resource consuming apartments into green blocks.
catalogue for retrofitting skywalks: mega projects often provide opportunities to accommodate activities other than transportation. This catalogue explores the possibilities of retrofitting skywalks to accommodate such new activities.
bandra skywalk – this proposal uses the catalogue for retrofitting old infrastructure to modify an existing skywalk. here the skywalk is re-imagined as a sky-garden and sky-lounge creating the much needed public space for the dense nearby slum.
**tools**

**catalogue for new programmes:** as mumbai’s economy, environment, and demography will change to create a landscape of high polarization, newer programmes will have to emerge to manage the ruffles created by these changes for the city to readjust itself. this is a catalogue of such programmes.
catalogue for designing boundary walls between neighborhoods: in an urban landscape where ambiguities of space, claims, and edges, which hold multiple activities and high transactional capacities have been clarified this catalogue offers possibilities to reshape boundary walls to increase transactional capacities.
Bombay biodiversity guide: This is a catalogue for promoting environmental tourism. A heightened sense of environmental crises and acute environmental stresses alongside the presence of a rich biodiversity in Mumbai provides an opportunity for proliferation of environment-related enterprises. This book is a guide book to the various biodiversity-rich sites in Mumbai.
**senior city:** this is a catalogue for developing senior infrastructure and systems. In 2030, Mumbai will have many more old people. This catalogue is a compilation of new possible institutions, programmes, enterprises, infrastructure and systems that respond to the city of the old.
manual for redevelopment of old buildings: mumbai will be a site for constant redevelopment of old buildings. however, such redevelopments tend to be insensitive to local cultures and environmental aspects forcing the older occupants out. this manual is designed for the old occupants as a checklist of things that they should ensure while redeveloping their properties so that they are not forced out of the new developments.
timescapes – these are clocks to map city rhythms. a. polyrhythmic clock – to understand relations between different urban elements along the eastern waterfront of Mumbai – tidal movements, lunar phases, daily lives, festivals, etc. b. activity clock – to map the time of streets at a typical transit node of Mumbai. It shows the change in density and nature of activities (transactions) with respect to the transit node.
retrofitting old settlements

catalogue for retrofitting old settlements: in a context of large scale urban redevelopment and renewal the existing occupants of inner cities, slums and old buildings are threatened and often displaced. This catalogue discusses many ways in which such older settlements could be retrofitted.
mohammad ali road - this proposal uses the catalogue for retrofitting old settlements to develop a skin of staircases. these staircases provide not only infrastructural support and fire escapes to the dilapidated buildings, but also provide spaces to house new enterprises and everyday life.
future archive - in the context of mega-infrastructures like the skywalk and metrobridges changing the landscape of the city, this is an archive of the future that foretells city transformations
the future has many dimensions and cannot be approached as one project nor can it be imagined as one vision. it requires multiple engagements by many actors.

mobility is about navigating different ecosystems of the city to make one’s own future.

this project conceptualizes the city’s ecosystems, future trajectories and tools for such navigation. it is also about making tactical interventions to settle the ruffles created by mega projects.
After this we intend to:

1. Bring the project to Mumbai – it will inform the development planning process

2. Initiate full scale research to develop and resolve each of the tools

3. Take necessary actions to demonstrate implications of some tools
Collective Research Initiatives Trust (CRIT), practicing in Mumbai since 2003, is a network of individuals interested in developing areas of critical research in, and responses to the contemporary urban realm. The team for the project ‘Being Nicely Messy’ included: Rupali Gupte, Prasad Shetty, Prasad Khanolkar, Chitra Venkataramani, Rohan Shivkumar, Khyatee Kanchan, Anuj Daga, Jeet Dutta, Kartik Gala, Vinita Gatne, Shivani Shedde, Prachi Patel, Apurva Talpade and Namrata Kapoor with support and assistance from RR Planks, Addmake India and Lycodon fx.