THE IMPROVISED NODE: RELATIONSHIP OF INFORMAL COMMERCIAL MANUFACTURING AND TRANSPORT HUBS

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ABSTRACT

This study examines the connection between Mumbai's urban segregation, informal economies, and transit infrastructure. It is submitted for the Aditya College of Architecture's 6th International Design Research Conference 2026 under the subject "Nodes, Networks, Negotiations". It makes the case that underprivileged groups, who are frequently divided by race or religion, do not only live in the city. Rather, they intentionally establish "informal nodes" trade and transit centers that operate in tandem with the official municipal infrastructure. The study looks at two case studies: the Dadar Phool Market, a wholesale flower market that temporarily operates on a railway bridge, and Bandra Station East (Behrampada), a densely populated Muslim community that serves as a hub for textile manufacture. This research attempts to comprehend how these groups manage their space within the city and sustain intricate economic networks in spite of being marginalized by using photographic documentation and analyzing logistics of the areas.

KEYWORDS: Informal Markets, Urban Metabolism, Improvised Nodes

INTRODUCTION

Mumbai is characterized by a stark contrast between its official master plan and its unofficial reality. A large amount of the city's economic activity occurs in informal settlements, despite the state's aspirations for "Global City" sectors like the Bandra Kurla Complex (BKC)[13]. Since the 1960s, urban regulations have frequently confined slum people to certain high-density areas or forced them to the periphery.[5] As a result, "ethnic enclaves," where groups congregate according to area or religion for economic support and safety, have emerged.[6] These enclaves are thriving economic hubs rather than merely residential neighbourhoods. These communities create their own connections when official infrastructure is insufficient to satisfy their demands, turning skywalks and railway borders into bustling marketplaces and transportation hubs.

AIM

To analyze how ethnic and migrant enclaves in Mumbai create and sustain informal commercial markets linked to transport nodes.

OBJECTIVES

- To study how communities in Behrampada and Dadar utilize limited space for economic activities.
- To study the interface where informal markets meet formal state infrastructure, such as skywalks and bridges, railways.
- To investigate how shared community identity helps secure business contracts and provides safety in these informal markets.

To suggest design strategies that support these economic activities rather than displacing them

RESEARCH METHODOLOGY

- **Research Design: Comparative Spatial Study**

This study analyses two different urban nodes—Bandra Behrampada and Dadar Phool Market—using a qualitative, comparative case study methodology. By understanding these neighbourhoods as dynamic systems characterised by the movement of capital, people, and things, the research goes beyond static architectural analysis to examine "Urban Metabolism."[1]

- **Methodological Framework**

The research framework is built upon three specific modes of inquiry:

Logistics: To understand space, the study followed the item (the commodity) rather of just looking at the location.

In Bandra: The movement of raw fabric was traced from the Western Express Highway ("Back Door") to Vertical Hoisting to upper-floor workshops to Movement of finished goods via Headloaders to the Railway Station ("Front Door").

In Dadar: The supply chain was traced from the "First Local" arrival (3:30 AM) Sorting under the Flyover Distribution to local retailers before the 8:00 AM "Hard Stop."

Morphological Analysis: The study analysed how urban form dictates function.

Verticality: Analysing how Behrampada's G+4 "Hybrid" typology forces logistics to be manual (vertical ladders/staircases).

Temporality: Analysing how Dadar Phool Market occupies the same physical space as a road/walkway but changes its function based on the time of day (Time-Share Urbanism).

Infrastructure Impact Through Photographic Assessment: Photographic assessment of relationship between "Formal Infrastructure" and "Informal Settlements." Specifically, it examined the impact of the Skywalk in Bandra (surveillance/exclusion) and the Keshavsut Flyover in Dadar (shelter/zoning).

CASE STUDY

Case Study I: Bandra Station East (Behrampada)

Historical and Social Context

Figure 1: Demarcation of Behram pada slums.

Behram pada is a high-density settlement located on reclaimed land between Bandra Railway Station and the Western Express Highway. Behram pada is a heavily populated area with 150,000 people living on an area of roughly 5-6 acres (20,000 square meters). Muslims make up about 90% of the people living in the slum. The communal riots of 1992–1993, which caused the Muslim population to congregate in this neighbourhood for protection, had a profound impact on the area's demography.[25] The average hutment in the area is three to four stories, and the peripheral of the slums lacks essential civic utilities. Most of the locals have lived in the neighbourhood for more than 30 years and use BMC water supply, waste disposal, and other amenities, according to a socioeconomic survey done by CRH.[36]

Urban Form: The Vertical Settlement

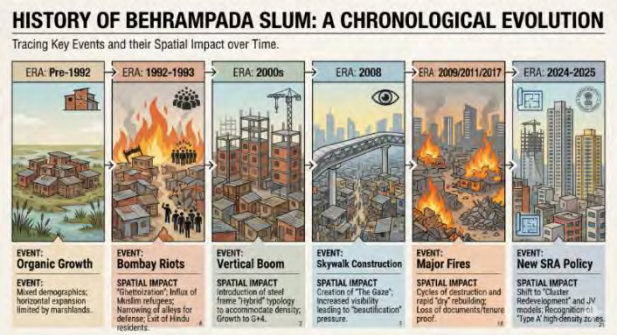

Figure 2: History of Behrampada. Tool used : Ai

Due to a lack of space to expand horizontally, Behrampada has grown vertically. Many structures are four to five stories high, built on very small footprints.[3] The ground and first floors are typically used as "Godaams" (warehouses) or workshops, while the upper floors are residential.[26] This mix of land use is essential for the local economy. Critical issues with public space in their neighbourhoods include a lack of space, cleanliness, health, and safety. These issues stem directly from the government's disregard for the social and utility infrastructure in the resettlement colonies and slums, as well as their rejection of the demands and lobbying efforts of the locals. The area is used for commercial activities like zari work, embroidery, baking, tailoring, and dyeing. Shops typically occupy the ground floor of buildings beside roadways. Owners usually occupy ground level spaces that do not open to the main road. Families or labourers rent the upper floors. This area is also home to many zari, tailoring, and embroidery businesses. Feet Road and in the Smart City area about the idea of establishing an Art Hub. The survey aimed to understand community involvement and support for this initiative. More than 67 residents from the Dombivli area responded, showing their interest in development of an “Art Hub in the region.”

The Textile Economy and Logistics

The transit of commodities in Behrampada is characterised by a distinct "Workshop-to-Railway" ecology, according to study on the socio-spatial interactions in Bandra East. Behram Pada's logistics have changed to make advantage of both the Western Express Highway (East side) and the Bandra Railway Station (West side), two significant infrastructural lines. In addition to being a place to live, the community serves as a high-density industrial centre (particularly for leather products, embroidery, and clothing finishing).

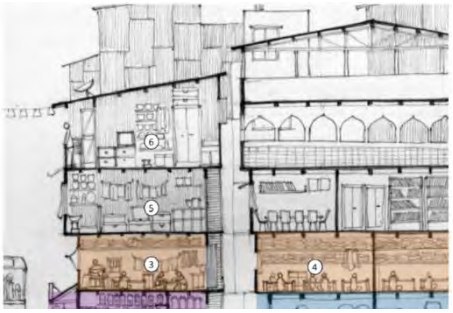

Figure 3: Different activities in typical building. Source:Spatial-reading-of-work-homes-Part-B.pdf

The study of the flow of products through this "vertical slum" and the vital function the train station plays is provided here.

- **The Internal Logistics: Vertical & Manual**

Before goods reach the station, they must navigate the "vertical labyrinth" of Behram pada itself.

The Vertical Factory: As noted in the architectural analysis (CRIT reports), many structures are "Work-Homes." A typical cross-section involves:

Ground Floor: Heavy machinery or wet workshops (e.g., dyeing, heavy tailoring).

Upper Floors (G+1 to G+4): Light intricate work like Zari (embroidery), beadwork, or storage.

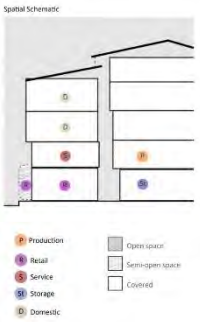

Figure 2: Spatial schematic of house. Source: Spatial-reading-of-work-homes-Part-B

Movement: Raw materials (fabric rolls, thread) and finished goods are moved vertically via narrow, steep ladders or spiral staircases.

The Gully as a Conveyor Belt: The narrow alleyways (gullies) are too small for vehicles. Transport here is strictly pedestrian.

Headloaders (Mathadi Workers): Men carry massive bundles of textiles on their heads, navigating the 1-meter wide lanes.

Handcarts: On the slightly wider periphery roads, handcarts are used to aggregate goods before moving them to the station or highway.

- **The Railway Connection: The "Lifeline" for Logistics**

Being adjacent to Bandra Station is the primary economic advantage for Behrampada’s industries. It provides a low-cost, high-speed link to the rest of Mumbai’s trade network.

Access to Wholesale Markets (South Mumbai)

The "Luggage Compartment": Behrampada’s embroidery units often service the major wholesale cloth markets in South Mumbai (e.g., Mulji Jetha Market near Kalbadevi or markets near Crawford Market).

The Process: A runner carries finished embroidery bundles from Behrampada to Bandra Station (a 5-minute walk). They use the "Vendor/Luggage Compartment" of the Western Railway local trains to transport goods to Marine Lines or Churchgate.

Cost Efficiency: A train season pass costs a fraction of what a tempo or truck hire would cost. This allows Behrampada's workshops to offer competitive rates by slashing transport costs.

- **Access to Retail Markets (Bandra West)**

The Foot Over Bridge (FOB) Link: Bandra Station's FOBs act as a direct bridge to the affluent retail markets of Linking Road and Hill Road in Bandra West.

Just-In-Time Delivery: Tailors and boutiques in Bandra West can outsource intricate work to Behrampada. The finished goods don't need to sit in traffic; they are walked across the station bridge, allowing for rapid turnaround times.

Figure 5: Skywalk overlooking Behrampada slums.

- **Labor Mobility**

The station allows the "floating population" of daily wage laborers to commute into Behrampada from cheaper, distant suburbs (like Nalasopara or Virar) to work in the workshops, and then leave at night. The "Angadia" Network (Financial Logistics) Research indicates a high concentration of Angadia services (informal courier and banking services) in Bandra East/BKC.

Role: Since much of the informal garment trade operates on cash, Angadias facilitate the secure transfer of cash and high-value parcels (like diamonds or expensive zari work) between Behrampada, Surat (the textile hub), and South Mumbai.

Station Proximity: Angadia couriers rely heavily on the rail network for speed. Being next to the station ensures that cash/goods flow as quickly as the trains do.

- **The Dual-Exit Advantage**

Behrampada effectively has a "front door" and a "back door" for logistics:

Front Door (Railway Station): Used for small, high-frequency, human-carried parcels moving south to the city or west to the markets.

Back Door (Western Express Highway): Used for larger raw material deliveries. Trucks and tempos carrying bulk fabric rolls from Bhiwandi or Surat can stop on the highway service road (East side of Behrampada) to unload, avoiding the congestion of the station side.

- **The Impact of the Skywalk**

In 2008, the Mumbai Metropolitan Region Development

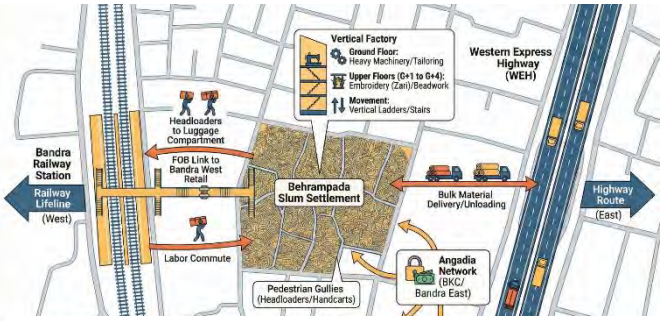

Figure 6: Logistics of textile market in Behrampada. Tools used - Ai.

Authority (MMRDA) built a skywalk to connect the station to BKC. While intended to help commuters, it was also designed to bypass the slum.[13] The skywalk created a "vertical gaze," allowing commuters to look down into the private homes and workshops of Behrampada residents. This has led to a sense of intrusion and further social exclusion for the community [13].

Transport Node	Type	Visual/Spatial Characteristics	Functional Role & Logistics	Current Status / Key Conflict
Bandra Station (East) Exit	Rail Interface	The "Choke Point": A narrow, congested strip trapped between the railway tracks and the dense wall of the slum. Darker and grittier than the West side.	The "Front Door": Primary exit for daily wage laborers commuting from outer suburbs (Virar/Nalasopara). Critical for "Angadia" couriers carrying cash/diamonds to Surat/Gujarat.	High Friction: Constant conflict between commuters, share-rickshaw queues, and headloaders moving goods.
The "Luggage Compartment" (Western Rly)	Mobile Node	The "Steel Container": The vendor compartments of local trains (specifically 2nd Class Luggage).	The Supply Chain: Acts as the primary "freight train" for finished embroidery bundles moving to wholesale markets in South Mumbai (Marine Lines/Kalbadevi).	Operational: Highly efficient but officially restricted during peak hours, leading to bribes/negotiation.
Western Express Highway (WEH)	Arterial Road	The "Hard Edge": A massive, high-speed 8-lane highway that forms the eastern boundary of the slum. Physically separates Behrampada from the rest of Bandra East (Kalanagar).	The "Back Door" (Bulk): Used for heavy logistics. Trucks/Tempos from Bhiwandi/Surat stop on the service road to offload heavy raw material (fabric rolls) that cannot be carried through the station.	Severance: Creates a "pedestrian wall." Residents must risk crossing high-speed traffic or use limited subways.
Bandra Terminus (BDTS)	Long-Distance Rail	The Migrant Gateway: Located	Labor & Inter-state Cargo: The arrival point for	Accessibility: Poor pedestrian connection to Behrampada;

		just north of Behrampada. Industrial aesthetic with large parcel offices and waiting halls.	migrant labor from UP/Bihar. Major hub for sending/receiving bulk parcels to Northern India.	relies on a chaotic auto-rickshaw network.
The East Skywalk	Elevated Walkway	The "Panopticon": Passes *over* the rooftops of Behrampada. Offers a direct "nadir view" into the private lives and courtyards of the slum dwellers below.	Bypass Infrastructure: Designed to let office goers (BKC) walk *over* the slum without interacting with it. It segregates the "formal" commuter from the "informal" resident.	Surveillance: Used by authorities/onlookers to survey the slum during fires or demolition drives.
Anant Kanekar Marg	Frontage Road	The "Interface Street": The road running parallel to the railway station, separating the station from the slum wall.	The Loading Dock: Functions as an open-air sorting center where handcarts aggregate goods before moving them to the station or highway.	Encroachment: Permanently occupied by share-rickshaws (to BKC/Kurla) and hawkers, leaving little room for traffic.
The "Gully" Network	Internal Streets	The "Vertical Canyon": < 1m wide alleyways. Sunlight blocked by G+4 structures. Wet, slippery, and crisscrossed with hanging wires.	The Conveyor Belt: Too narrow for vehicles. Logistics rely entirely on Headloaders (Mathadi) and manual shifting of goods between vertical workshops.	Hazard: Impossible for fire trucks or ambulances to enter. Logistics stop if a fire breaks out.
Kherwadi Junction	Road Junction	The "Filter": The connection point between the WEH and the internal roads of Bandra East.	Traffic Valve: Controls the flow of vehicles entering the service roads near Behrampada. often clogged with traffic heading to BKC.	Bottleneck: High congestion during peak office hours due to BKC traffic.

Table 1: Logistics of Bandra Market with different modes of transport.

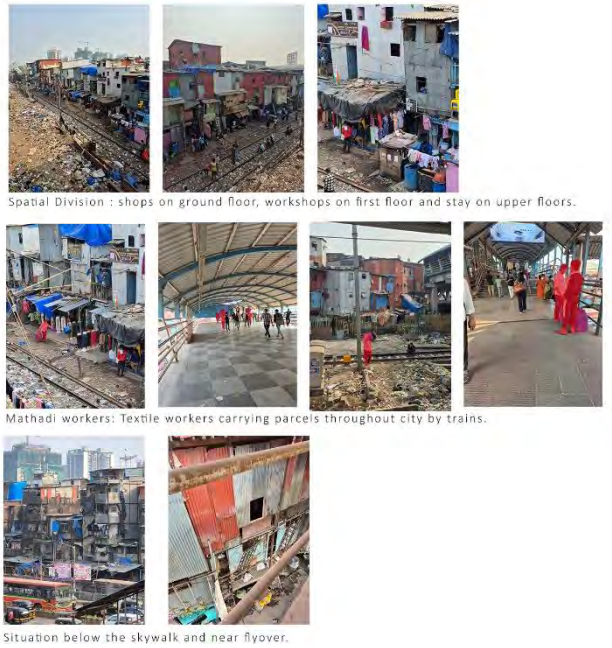

Figure7:: Photographic study of bandra textile market.

CASE STUDY II: DADAR PHOOL MARKET

- **A Market Defined by Time**

Dadar Station is the busiest interchange in Mumbai. The Dadar Phool Market is a unique example of a temporary node. It operates primarily between 4:00 AM and 9:00 AM, utilizing the space under the bridge and on the station plinths before the peak commuter rush begins.[18] According to this analysis, the Dadar Flower Market is a function of the railway network itself rather than just a business situated next to a transportation hub. The railway's logistics are the sole source of its existence, size, price structures, and operational schedules. In order to take use of the connection offered by the intersection of the city's two main rail arteries, the market developed naturally as a highly specialised Transit-Oriented Development (TOD), defying official planning.[37]

Figure 3:Map demarcating Dadar market location and timeline of market.

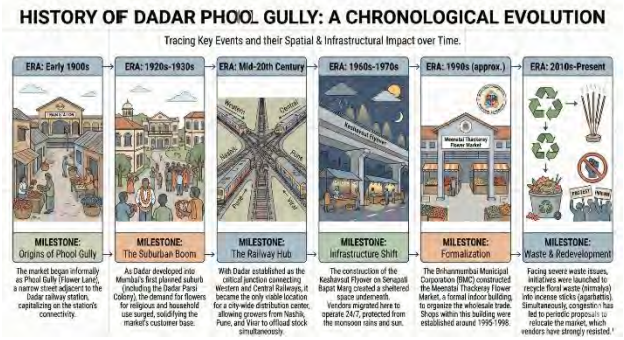

Figure 4: History of Dadar Phool Market. Tools used - Ai.

- **The Flower Supply Chain**

The market is the centre of a massive floral supply chain. Flowers arrive by train from rural areas like Virar and Vasai.[28] During major festivals like Ganesh Chaturthi, the market's turnover can reach ₹200 crores, handling over a million kilograms of flowers daily.[29] This demonstrates that informal markets can be significant contributors to the regional economy.

Here is the breakdown of the supply chain and logistics for the Dadar Flower Market.

Supply Chain and Logistics Profile

How the Logistics Work

The Dadar Flower Market operates on a highly efficient, high-speed **"Just-In-Time"** system that is entirely synchronized with the Mumbai railway timetable.

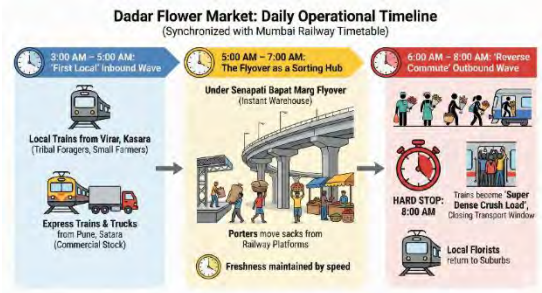

Figure 6: Realtionship of market and train timings.

Table 2: Flower imports, location and different railway line comparison.

Supply Source	Key Products	Transport Mode	Arrival Window	Vendor Profile
Vasai - Virar (North)	Jasmine (Mogra), Lilies, Tuberose	Western Rly Local Train	03:30 AM - 05:00 AM	Small farmers & daily commuters [1]
Kasara - Karjat (East)	Wild leaves (*Dhatura*, *Durva*), Marigold	Central Rly Local Train	03:30 AM - 05:00 AM	Tribal foragers from Palghar/Thane dist
Pune - Satara - Nashik	Roses, Gerbera, Carnations, Marigold	Express Train & Trucks	02:00 AM - 06:00 AM	Commercial Wholesalers & Agents
Bangalore / International	Exotic Lilies, Orchids, English Roses	Air Cargo + Truck/Rail	05:00 AM - 07:00 AM	High-end Florists & Event Suppliers
Local Retailers (Buyers)	Mixed stock for retail shops	Return via Local Train	06:00 AM - 08:00 AM	Local florists from suburbs (Borivali, Kalyan)

- **The "First Local" Inbound Wave (3:00 AM – 5:00 AM)**

The market's day begins in the middle of the night. Tribal foragers and small farmers from the distant northern and eastern suburbs (Virar, Kasara) board the first scheduled local trains of the day. They utilize the Second Class Luggage Compartments to transport oversized baskets of wild produce and delicate jasmine buds. Simultaneously,

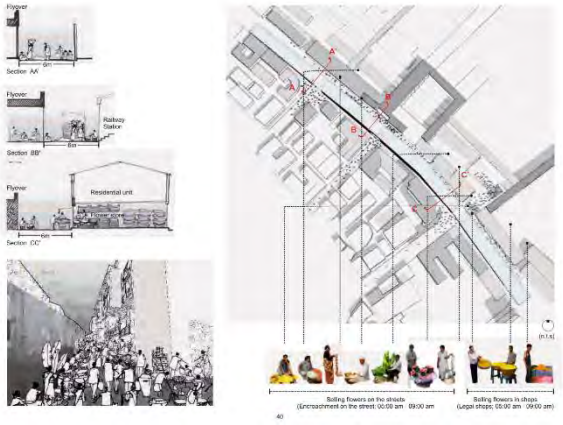

Figure 5: Different sections throughout the market. Source: Urban Design Study of Dadar and Prabhadevi.

heavy commercial stock (marigolds) from agricultural belts like Pune and Satara arrives via overnight express trains or trucks that park under the Keshavsut Flyover.

- **The Flyover as a Sorting Hub (5:00 AM – 7:00 AM)**

The space under the Senapati Bapat Marg flyover and the station plinth acts as an instant warehouse. There is no cold storage; the "freshness" is maintained solely by speed and water sprinkling. Porters (hamals) rush 50-80kg sacks from the railway platforms to these stalls using head-loads, navigating the station stairs before the office rush begins.3

- **The "Reverse Commute" Outbound Wave (6:00 AM – 8:00 AM)**

The primary buyers are local florists from across Mumbai. They arrive at Dadar around dawn, purchase their daily stock, and must board outbound trains back to their suburbs before 8:00 AM. This is the critical "hard stop" for the market; after 8:00 AM, the trains become too crowded ("Super Dense Crush Load") to carry bulky flower baskets, effectively closing the transport window for the day.

- **Urban form of market**

The urban form of the Dadar Flower Market can be best described as **"Linear Transit-Oriented Informality."** Unlike a traditional market square or a contained building, this market has no fixed perimeter; instead, it is a fluid organism that clings to and creates space within the heavy transport infrastructure of the city. Every day, 300 merchants sell flowers in an area of about 2400 square meters. Every florist arranges their products in accordance with the setting. If they are sitting on the road, they display on the baskets in front of them; if they are under a flyover, they display on boxes in front of them. Additionally, there are a few stores along the road with displays of bouquets and garlands. These about 6-meter-wide lanes next to the flyover have flower vendors on both sides and a paved sidewalk. Yellow

lamps illuminate the dimly lighted area, creating a rich experience with numerous vibrant colours, the sound of people haggling, and the scent of flowers.

• Social Structure and Negotiation

The Keshavsut Flyover (officially the Kavi Keshavsut Flyover) is the "accidental architect" of the Dadar Flower Market. While built to manage vehicular traffic on Senapati Bapat Marg, its most significant contribution has been providing the physical infrastructure that allowed an informal street market to become a permanent, all-weather commercial hub.

Here is how the flyover plays a critical role:

Figure 7: Space below flyover used for market. Source: Urban Design Study of Dadar and Prabhadevi.

• The "Concrete Umbrella" (Weather Protection)

The most vital function of the flyover is that it acts as a massive, free roof. Mumbai experiences heavy monsoons for four months a year and scorching heat for the rest.

Preservation: Flowers are highly perishable. The shade from the flyover protects delicate blooms (like jasmine and roses) from wilting in the sun and rotting in the rain.

24/7 Operations: This structure allows the market to run 24/7 regardless of the weather. As a result, it became a 24-hour wholesale engine instead of a morning-only market.

• Spatial Organization (Zoning)

The market is naturally divided by the flyover's structural columns, resulting in an unorganised yet useful zoning system.

Pillar Economy:

Vendors set up stalls in the gaps between the enormous concrete pillars. These pillars serve as borders, delineating the domain of particular wholesalers.

Vertical Storage:

To make the most of the little ground area, vendors frequently hang garlands from the bridge's bottom and pillars.

• Urban "Dead Space"

Utilisation The area beneath a flyover is sometimes seen in urban planning as "dead space" that is vulnerable to trash buildup or abandonment. This area creates significant economic benefit at Dadar.

The "Belly" of the Market:

The market occupies the entire underbelly of the flyover for nearly a kilometer. This allows the wholesale trade to exist in the city center without occupying expensive shop floor space inside buildings.

• Urban Conflict: Congestion, Waste, and Governance

The very success of the Dadar Flower Market creates externalities that conflict with the formal governance of the city. The market is a constant source of friction between the vendors, the Brihanmumbai Municipal Corporation (BMC), and the Railway authorities.

• The Pedestrian-Vehicular Conflict

The area outside Dadar West is a classic urban bottleneck.

The Choke Points: The constant loading and unloading of trucks under the flyover blocks one of the main arterial roads (Senapati Bapat Marg) connecting North and South Mumbai. This causes traffic to back up, delaying BEST buses and taxis trying to reach the station.[1]

Platform Spillover: As the market swells, it spills over onto the railway premises. Vendors sitting on the stairs or the platform edges impede the flow of commuters. In a station that handles over 500,000 footfalls daily, any reduction in circulation space increases the risk of accidents and fatalities.[20]

• The "Nirmalya" Waste Crisis

Waste management is one of the most well-documented conflicts.

The Scale of trash: Every day, the market produces tonnes of organic trash, including unsold flowers, stems, and leaves. This waste, called Nirmalya, cannot just be placed in a dumpster with ordinary trash since it is sensitive to religious beliefs.[28]

Impact on Railways: In the past, sellers would dispose of this rubbish in the gutters outside the station or close to the railway lines. This organic debris decomposes during the monsoon, resulting in a slick sludge (also known as "slime") on the roadways and station approaches that can lead to accidents and injuries. More importantly, it clogs the drainage systems, causing waterlogging on the tracks, which can cause the train network as a whole to shut down.[29]

Jurisdictional War: The line separating the "Railway Area" from the "Municipal Area" is frequently disputed. While the BMC punishes vendors for dumping on the streets, the Railways accuse the BMC of failing to clean the approach roads. Recent excerpts show that the BMC is giving vendors who are detected dumping rubbish severe penalties and fines of ₹5,000.[14]

Figure 8: Views of Dadar Phool market.

FINDINGS AND ANALYSIS

- **Comparative Analysis**

Table 3: Comparative analysis of two case study.

Feature	Bandra East (Behrampada)	Dadar Phool Market
Type of Node	**Static** (Permanent buildings)	**Fluid** (Temporary/Time-based)
Primary Industry	Textile / Garment Manufacturing	Wholesale Flower Trade
Community	Religious Enclave (Muslim)	Migrant / Regional Mix
Spatial Strategy	**Verticality:** Building upwards to maximize space.	**Temporality:** Using the space only during early morning hours.
Relation to Station	**Adjacent:** Uses the station for logistics but is physically separated.	**Integrated:** Occupies the station infrastructure directly.
Conflict Interface	**The Skywalk:** Creates surveillance and privacy issues.	**The Bridge:** Creates physical congestion and conflict with police.

- **Key Findings**

Segregation and Economy: Although segregation socially separates communities, it may promote strong internal networks that sustain unofficial businesses. The common communal identity in Behrampada contributes to the development of trust in business transactions.[12]
Infrastructure Paradox: By emphasising the gap between the formal and informal city, infrastructure initiatives like the Bandra Skywalk, which are intended to organise the city, frequently heighten social unrest.[13] In contrast, the informal market is supported by infrastructural developments like as the Keshavsut Flyover.
3. Resilience via Improvisation: Both case studies demonstrate the great adaptability of communities. To survive in a congested metropolis, they make do with time and space, constructing vertically in Bandra and sharing time in Dadar.

RECOMMENDATIONS

The following suggestions are put out for policymakers and urban planners on the basis of this research:

- **Recognise Mixed-Use Typologies:** Behrampada's "Godaam" typology, which combines dwelling and employment, should be recognised and made legal by urban planning. Residents' means of livelihood are supported by this.
- **Create Inclusive Infrastructure:** Rather than constructing infrastructure that avoids informal settlements, planners ought to create "thick borders"—transition areas that offer inhabitants and vendors facilities like water, storage, and sanitary facilities.
- **Implement Temporal Zoning:** The city could implement time-based zoning laws for markets like Dadar. In order to prevent disputes between merchants and commuters, this would formally permit the market to operate during certain hours (such as 4 AM to 8 AM) and offer cleaning services thereafter.

Table 4: Current and proposed state for Bandra case study.

Current State (Segregation)	Proposed Future (Integration)
Skywalk: Commuters walk *over* the slum.	**Skywalk:** Connects *into* the community hubs.
Housing: Unsafe, G+5 dry construction.	**Housing:** Fire-safe "Industrial Housing" preserving jobs.
Logistics: Illegal / Bribe-based.	**Logistics:** Formalized "Cargo Corridors" to Railway.
Image: "Dirty" slum vs. "Clean" BKC.	**Image:** Recognized "Artisan District" supporting the city.

Recommendations for Integration for Dadar Market The analysis suggests that displacement is not the answer. The Dadar Flower Market is too integrated into the city's supply chain to be moved without causing a collapse in the price stability of floral goods.
In-Situ Upgradation: Instead of relocation, the market should be integrated into the station redevelopment.

Dedicated cargo elevators, subterranean loading bays, and formal waste-to-energy plants can modernize the market without severing its link to the railway.

The "Flower Train" Concept: Recognizing the volume of trade, the Railways could officially designate specific compartments or timings for flower transport (e.g., a "Perishable Goods" carriage on early morning trains), regularizing the trade and reducing conflict with commuters.

CONCLUSION

The City as a Negotiated Entity in Conclusion This study comes to the conclusion that the "Improvised Node" is a clever spatial tactic used by marginalised communities to assert their "Right to the City" rather than a sign of urban failure. Two different resilience typologies are revealed by the comparison analysis: The Vertical Node (Behrampada) is a static, high-density manufacturing centre that uses hyper-verticality to overcome land scarcity and stack residential and production spaces to support the global apparel supply chain. The Temporal Node (Dadar) is a transit-oriented bazaar that operates as a regional distribution centre without permanent land ownership by utilising radical temporality to synchronise its existence with railway schedules. The Bandra Skywalk is circumvented via logistical networks, while the Dadar Flyover is seized as a market roof. These examples highlight the "Infrastructure Paradox," in which governmental initiatives are constantly undermined by the informal sector. Mumbai's vitality stems from the constructive conflict between the Master Plan and the "Improvised Node." Because they cut off the intricate social capital that powers the city's economy, policies of erasure or segregation invariably fail. Urban planning in the future must so shift from "Constraint" to "Negotiation." In order to create infrastructure with "thick borders" that incorporates rather than excludes the essential economic lifelines of the informal city, planners must embrace the "Porous Planning" concept.

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