Streetscape and Stakeholder Dynamics: Assessing the Feasibility of Multifunctional Open Spaces in Mumbai Streets

Streetscape as Multifunctional Open Space

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Abstract—*Urban Streets are an essential part of city life, providing space for social interactions, businesses, culture, and transportation. However, rapid urbanization in India has led to a shortage of public open spaces due to increasing population and limited land availability. Over the past five decades, while India's population has grown 2.5 times, the urban population has increased nearly fivefold. Streets that were once shared by everyone are now taken over by vehicles, illegal parking, and vendors, leaving little room for pedestrians and cyclists. The lack of accessible recreational spaces also affects people's well-being and quality of life.*

This research focuses on studying and improving the liveability of Govandi Station Road (East) by understanding its urban challenges. The study analyses how streets can serve as multifunctional public spaces while addressing issues like congestion, safety, and accessibility. Case studies, such as Manek Chowk in Ahmedabad, show that vibrant streets with mixed-use spaces, active street edges, and cultural activities make the environment safer and more engaging. Findings suggest that planned streets in newer cities often lack activity, making them uninviting for pedestrians and favouring vehicle movement instead.

By examining the liveability index of Govandi Station Road (East), this study aims to propose strategies that enhance economic opportunities for the Govandi Koliwada community. Improving streetscapes with better pedestrian facilities, organized commercial spaces, and cultural activities can boost local businesses and improve the overall quality of life. A well-planned street design will support sustainable urban development, making the area more inclusive, functional, and liveable.

Keywords— *Streetscape, Open spaces, Urbanization, Community, User Experience, Multifunctional*

I. INTRODUCTION

A. Background

India has witnessed unprecedented urbanization over the past few decades, driven by population growth, economic development, and rural-to-urban migration. With over 35% of the population now residing in urban areas, cities are expanding rapidly, transforming the social, economic, and environmental landscape of the country. By 2050, it is estimated that nearly 50% of India's population will live in urban areas, placing immense pressure on infrastructure, housing, and public services.

Figure 1: Impact of Urbanization, Source: Vanguard

The rapid pace of urbanization has resulted in both opportunities and challenges. On the one hand, it has contributed to economic growth, industrialization, and improved access to services. On the other hand, it has led to issues such as overcrowding, traffic congestion, inadequate public transportation, environmental degradation, and a shortage of public open spaces. Informal settlements and slums have also expanded, highlighting disparities in urban development.

To address these challenges, India has India has launched various urban development initiatives such as the Smart Cities Mission, AMRUT (Atal Mission for Rejuvenation and Urban Transformation), and PMAY (Pradhan Mantri Awas Yojana). These programs aim to enhance infrastructure, promote sustainable urban growth, and improve the quality of life for city dwellers.

This study explores the impact of rapid urbanization on Indian cities, focusing on its effects on public spaces, streetscapes, and urban livelihoods. Understanding these dynamics is crucial for developing more sustainable, inclusive, and liveable cities in the future.

Streetscape refers to the physical and visual elements of a street that shape its character and influence user experience. It encompasses components such as sidewalks, street furniture, lighting, vegetation, signage, and building facades. A well-designed streetscape enhances walkability, promotes social interaction, improves safety, and contributes to the overall aesthetics of urban and suburban environments.

The concept of streetscape plays a vital role in urban planning and design, aiming to create sustainable, inclusive, and functional public spaces. By integrating elements like pedestrian pathways, green infrastructure, and traffic management strategies, streetscapes can support economic activity, environmental sustainability, and community well-being.

This research paper explores the significance of streetscape design, its impact on urban development, and strategies for creating effective and engaging public spaces.

How Urbanization and Development Have Disconnected People from Street Life

With rapid **urbanization and modern development**, cities have grown bigger, roads have widened, and high-rise buildings have replaced traditional neighborhoods. While these changes have brought progress, they have also **weakened people's connection with streets and their vibrant life**.

A.1. Streets Taken Over by Vehicles

Earlier, streets were places where people walked, talked, played, and did business. Today, most streets are dominated by **cars, buses, and traffic congestion**, leaving little room for pedestrians and cyclists. The focus has shifted from **people-friendly spaces to vehicle-friendly infrastructure**, reducing social interactions on the streets.

Figure 2:Streets Before & Now, Source: India Bombay

A.2. Loss of Street Culture and Community Bond

Indian streets were once full of **local markets, food stalls, street performances, and community gatherings**. People would meet, shop, and socialize in these lively spaces. However, with the rise of **malls, supermarkets, and online shopping**, fewer people spend time on the streets, affecting local businesses and street vendors.
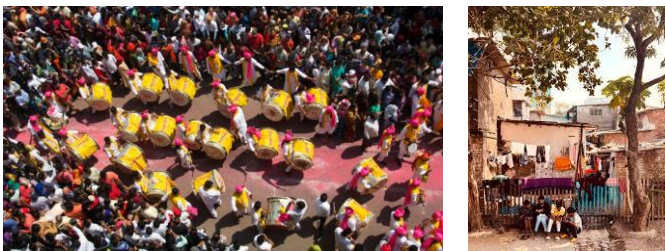

Figure 3: Celebration on Open Spaces

A.3. Disappearance of Public Spaces

Many open spaces, including **small parks, courtyards, and street corners**, have been taken over by construction, parking lots, or commercial buildings. This has reduced places where people can casually meet, relax, or enjoy daily streetlife.

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A.5. Faster Lifestyles and Digital Distractions

Modern city life has become **fast-paced**, with people spending more time indoors—whether at work, in offices, or inside their homes using phones and computers. Unlike before, when people enjoyed conversations on street corners or at tea stalls, today's lifestyle often keeps them away from such simple joys.

A.6. Safety Concerns and Unfriendly

With increasing **traffic, pollution, and safety issues**, people—especially children and the elderly—feel unsafe on the streets. Poorly designed sidewalks, lack of lighting, and heavy congestion make streets less welcoming for social activities.

A.7. Reconnecting People with Streets

To bring back the **spirit of street life**, cities need to focus on:

- The Creating **pedestrian-friendly** streets with wider footpaths and public seating.
- Encouraging **local markets, street vendors, and cultural activities.**
- Improving **street lighting, safety, and green spaces.**
- Reducing **traffic dominance** and promoting cycling and walking.

By making streets **more inclusive, lively, and people-centric**, urban spaces can regain their lost charm, fostering a stronger sense of **community and social interaction**.

B. Background of Govandi

Govandi East is a vibrant, bustling neighborhood in Mumbai's eastern suburbs, known for its diverse communities, easy access to major parts of Mumbai via the express highway, and proximity to business hubs and industrial areas like Chedda Nagar and BKC.

- Upper class community started living in particular zone.
- Parks and Gardens makes this place more environment friendly.
- Community is more active and celebrates all the festivals with enthusiasm.
- All the facilities are nearby which gives this place more strength to increase liveability.
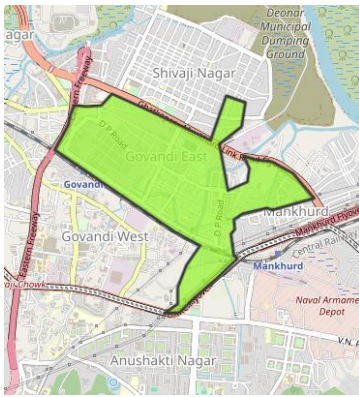
Figure 4: Map of Govandi East

- Govandi East started redeveloping from year 2000 and from 2015 onwards the growth of development has been increased tremendously.
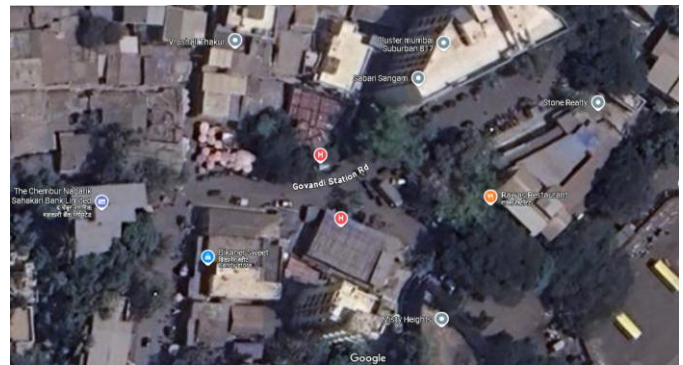

Figure 6: Study Area, Source: Author

Figure 5: Govandi Station Road & Surrounding, Source: Author

Govandi East located in the eastern suburbs of Mumbai, is a residential area known for its community spaces and local amenities. Here are some key points about Govandi East and its open spaces:

- **Parks and Gardens:** The area features several parks, including Borbadevi Udyaan, Acharya Udyaan, Amarnath Garden, Etlenta Park and Kumar Bhupesh Garden, which provide green spaces for recreation and community activities.

- **Community Initiatives:** Residents have actively participated in safeguarding public spaces. In May 2023, citizens protested against the encroachment of a public library and ground, highlighting the community's commitment to preserving open areas.

- **Local Amenities:** Govandi East is equipped with essential facilities such as hospitals, schools, grocery stores, and bus stops, contributing to the convenience and quality of life for its residents.

- **Surrounding Neighborhoods:** Adjacent areas like Sanjay Gandhi Nagar and Tata Nagar also offer multiple parks and recreational spaces, enhancing the overall availability of open areas for the community.

These aspects collectively contribute to the community-centric environment of Govandi East, emphasizing the importance of open spaces in urban living. This research paper primarily focuses on this particular area where all the stakeholders meet each other on daily basis and their behaviour on the streets.

II. LITERATURE REVIEW

A. Streetscape and Urbanization

Urbanization in India has significantly altered streetscapes, prioritizing vehicular movement over pedestrian comfort. Studies suggest that unplanned urban growth has led to congestion and the displacement of informal businesses that once thrived on the streets (Shah & Patel, 2019). Successful streetscapes integrate diverse activities and provide shared spaces for different stakeholders.

B. Multifunctional Streets as Public Places

A well-designed street promotes economic vibrancy and social well-being. Research by Gehl (2011) emphasizes the importance of "human-scale urban design," which prioritizes pedestrian-friendly environments and mixed-use spaces. Cities like Copenhagen and Ahmedabad have successfully implemented such models.

C. Stakeholder Dynamics in Streescapes:

Stakeholders such as residents, vendors, and shopkeepers each have different needs from a street. According to studies on street vending (Bhowmik, 2003), informal vendors contribute to economic activity but are often marginalized in urban planning. Balancing these interests is key to a thriving streetscape.

D. Communities Behaviour

Govandi, located in Mumbai's eastern suburbs, exhibits a community behavior shaped by socioeconomic challenges and active civic engagement. Key aspects include:

- **Socioeconomic Challenges:** The M-East ward, encompassing Govandi, records Mumbai's lowest human development index at 0.05, with approximately 77% of its 800,000 residents living in slums. This area faces significant issues such as malnutrition, with 50% of children studying in municipal schools found malnourished, and a high incidence of diseases like tuberculosis and bronchitis.

- **Citizen Activism:** The Despite these challenges, Govandi's residents demonstrate resilience through active community initiatives. For instance, the Govandi

New Sangam Welfare Society successfully campaigned for the relocation of a biomedical waste incinerator, highlighting the community's commitment to improving local living conditions.

Factors influencing Govandi's streetscape include:

- **Public Health Infrastructure:** A survey revealed that only 63% of the 152 community toilets in the M-East ward are functional, with many lacking proper sewage connections. This inadequacy contributes to unsanitary conditions affecting the streetscape.

    Environmental Concerns: The proximity to Mumbai's largest dumping ground and a biomedical waste incinerator has led to severe air pollution, impacting the area's livability and the quality of public spaces.

Greek These elements collectively shape the community dynamics and physical environment of Govandi, reflecting both the area's challenges and the proactive efforts of its resident.

Figure 7: Govandi Koilwada, Source: Author

A densely populated area where community behaviors and streetscapes are significantly influenced by social gatherings, activities, and occupational practices.

E. Social Gatherings and Community Activities

- Cultural Festivals: Despite infrastructural challenges, residents organize events like the Govandi Arts Festival, which features art exhibitions, film screenings, music performances, and workshops, fostering community engagement and cultural expression.

- Public Spaces: Open areas such as local grounds and libraries serve as hubs for social interaction. However, issues like encroachment threaten these communal spaces, prompting residents to actively campaign for their preservation.

F. Occupational Impact on Streetscape

- Informal Economy: Many residents engage in informal occupations, including street vending and rag-picking. These activities contribute to the vibrancy of street life

but also lead to congestion and challenges in maintaining public hygiene.

- Health and Environmental Concerns: The proximity to Mumbai's largest dumping ground and a biomedical waste incinerator exposes the community to health risks, influencing daily life and the usability of public spaces.

In summary, the interplay between social activities and occupational practices in Govandi shapes its streetscape, reflecting both the community's resilience and the challenges they face in their urban environment.But now due to traffic and unorganized shops and vendors approach, the space has become vehicle friendly than human friendly. How will shape this streetscape for all the stakeholders and give this space a uniqueness?

III. RᴇSEARCH METHODOLOGY

A. Data Collection

The research employs both primary and secondary data sources.

Primary Data: Surveys, Interview and On-site Observations.

- A structured questionnaire survey (as developed earlier) has been conducted among residents, shopkeepers, vendors, and pedestrians.

- The survey has been assessed **street usage, accessibility issues, economic dependency on street activity, and stakeholder perspectives.**

- **Sample Size:** A minimum of **100 respondents** across different stakeholder groups.

The streetscape of Govandi Station Road reveals a dynamic urban environment shaped by constant movement, informal economic activity, and occasional celebratory gatherings. Through on-site observation, several key aspects emerged:

1. Street Vendors and Informal Economy

A significant portion of the street is occupied by vendors selling fruits, vegetables, snacks, clothing, and household items. These vendors operate in constrained conditions, often without formal structures or protection from weather. Challenging conditions like limited space, exposure to weather, competition for footfall, and the constant need to adapt to shifting pedestrian and vehicle flow. Despite these challenges, they contribute to the economic vitality of the area and serve as an essential part of daily life for commuters and residents alike. Their presence, however, also competes with space meant for pedestrians and vehicular flow, making their role both vital and spatially contested.

2. Pedestrian Movement

Pedestrian traffic is continuous and diverse—ranging from office workers and students to local residents and shoppers. The sidewalks are narrow or at times absent, leading to spillover of foot traffic onto the road. This interaction between pedestrians, vendors, and vehicles creates a vibrant yet congested streetscape that reflects both the opportunities and limitations of urban street life in this locality.

3. Occasional Street Celebrations

At certain times, especially in the evenings or during local festivals, the road becomes a site for informal celebration. Temporary stalls, food carts, music, and decorative lighting transform the streetscape into a lively social space. These events highlight the street's flexible use — shifting from a transit corridor to a place of community engagement and cultural expression,

B. Observational Study

- Direct observation of street behaviour at different times of the day (Morning peak hours, evening).

- Mapping pedestrian movement, vendor locations, traffic flow, and public space usage.

- Identifying bottlenecks, safety hazards, and underutilized spaces.

Figure 8: Govandi Station Road During Morning Time, Source: Author

During Morning Time:

- Not More engagement of People in the early morning. (Between 5:30 am – 8:00 am)

- Vehicle is highly active as morning time all the resident goes for job and schools. (Auto rikshaw Parking) (Between 8:00 am – 1:00 pm)

- Some Community people started their own business as food stall (Morning Breakfast). People who came for job, they get breakfast directly at reasonable cost & homemade, so they buy willingly.

- Auto Rickshaw has a lot of demand as there are workplaces situated far from Govandi Railway Station.

- In the Morning, School buses are there to park the bus in the large open space ground, earlier it is known as Govandi Bus Depot. Now, there is no buses which passes through this road due to overall behavior of the road.

- In the Afternoon, the roads were too silent, no more movement of vehicles & pedestrians (Time: 2:00 pm - 5:00 pm

Figure 9: Govandi Station Road During Night Time, Source: Author

During Nighttime (Peak Time):

- Parking area is not available for any vehicles

- Auto Rickshaw stand at 2 places. One is mear the Market & second is near railway station road (entrance of ticket counter)

- During Nightime, all the major activities get started. Very busy road & there are different stakeholders (Vendors, Pedestrians, Community people, Vehicles) who performed their part.

- People stop at this juction to have some street foods.

- The market is also very small in scale. In some of the ocassion market place is replaced as celebration space. No weekly bazaar conducted in this area.

Secondary Data: Literature, Urban Planning Reports and Case Studies

Figure 10: Existing connections & availability, Source: Author

- Main access as shown, Commercial + Residential Building typology. Shops on both the side of the road having 8m wide road & footpath is 1m wide.

- Better connectivity to Railway station & Highway road.

Case study of Manek Chowk:

In my analysis, I observed that the planned streets of new cities often have a rigid segregation of land uses, which results in roads and streets that feel barren and disconnected. This lack of activity and engagement between key urban nodes creates unsafe environments, discourages pedestrian movement, and instead promotes vehicular dominance. To understand what makes a street function as a vibrant public space and a better living environment, I studied Manek Chowk in the old city of Ahmedabad. This case highlights how the multifunctionality of streets, combined with mixed and interactive adjoining land uses, leads to lively, safe, and culturally rich streets. Such a setup not only enhances social interaction and commercial viability but also contributes to creating a truly livable public space.

Different activities throughout a day
- Early Morning: Cattle Grazing
- Daytime: Commercial Activity
- Night Time: Eating Junction

Figure 11: Different activities throughtout a day, Source: Journal

C. Survey Methodology

To gain deeper insights into the streetscape and social dynamics of Govandi Station Road, I conducted a combination of surveys and informal interviews with various stakeholders. This included local residents, street vendors, shop owners, pedestrians, and community members from the adjacent Govandi Koliwada area.

A structured questionnaire was developed to gather data on daily usage patterns, challenges faced on the street, aspirations of the community, and cultural preferences. The survey was both verbal and written, depending on the respondent's comfort level and literacy. Through this process, several key observations emerged:

- **Community Aspirations:** Residents of Govandi Koliwada expressed a strong need for accessible sources of livelihood. Many community members, especially the youth and children, showed interest in showcasing their culture and traditions through performances and public activities.
- **Street Life and Food Culture:** Govandi Station Road has a thriving street food culture. However, the high volume of traffic and lack of dedicated pedestrian spaces make it difficult for people to pause, sit, or enjoy the street comfortably.
- **Stakeholder Challenges:** Vendors cited issues like limited space, encroachments, and lack of basic infrastructure. Pedestrians highlighted safety concerns and the absence of proper crossings or resting areas.

This mixed-method approach allowed for a holistic understanding of the site—not only in terms of physical layout but also through the voices and needs of its users. The findings will help in framing design strategies that support both cultural expression and functional urban improvements.

A structured questionnaire was distributed to 100 respondents, including:

- Residents (45%)
- Shopkeepers and Vendors (30%)
- Commuters and Pedestrians (25%)

Figure 12: Govandi Koliwada & Amarnath Garden, Source: Author

IV. DATA ANALYSIS

A. Quantitative Analysis

Survey responses were analysed using statistical methods. Key findings include:

- 78% of pedestrians feel unsafe due to congestion and lack of sidewalks.
- 60% of shopkeepers believe organized vending zones would help business.
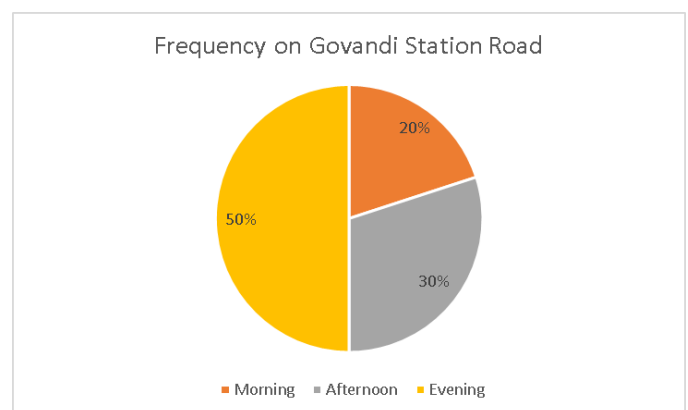- 85% of respondents support the idea of multifunctional open spaces.

Diagram 1: Frequency of pedestrians & vehicles on Govandi station Road, Source: Author

To understand the vehicular load on Govandi Station Road, I conducted a time-based observation survey throughout the

day. The traffic was recorded and categorized into three time slots: **morning, afternoon, and evening**. The collected data revealed a noticeable variation in vehicular frequency across the day:

- **Morning:** Approximately **20%** of the total daily vehicle count was observed during morning hours. This includes local commuters, school drop-offs, and light commercial traffic.

- **Afternoon:** Traffic intensity increased slightly, contributing to **30%** of the total daily count. This period included lunch-hour movement, school pickups, and local deliveries.

- **Evening:** The **highest frequency**, around **50%**, was recorded in the evening. This peak is attributed to work-return traffic, increased street vendor activity, and general evening footfall, which causes more congestion and mixed-use movement on the road.

The analysis indicates that **evening hours experience the heaviest vehicular traffic**, which directly impacts pedestrian comfort and the potential for social interaction on the street. This supports the need for better traffic management and spatial planning to balance vehicular and pedestrian activities during peak times.
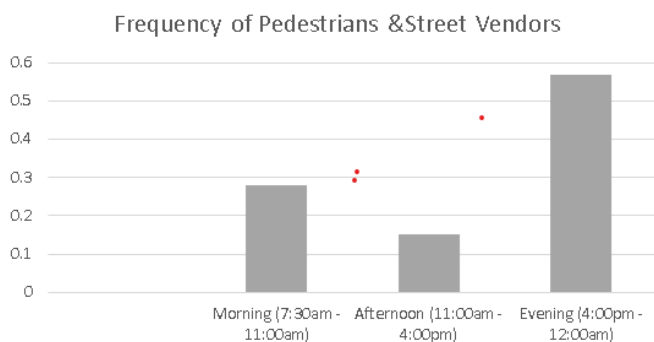
Graph 1: Frequency of Pedestrian on Govandi station Road, Source: Author

To assess the human activity on Govandi Station Road, I conducted observational surveys across three time slots: **Morning (7:30 AM – 11:00 AM), Afternoon (11:00 AM – 4:00 PM), and Evening (4:00 PM – 12:00 AM)**. The focus was on pedestrian movement and the presence of street vendors. The collected data reveals a distinct pattern in street usage throughout the day:

- **Morning**   **(28%)**
  During the morning hours, the street sees a moderate level of pedestrian activity, primarily consisting of office-goers, students, and early shoppers. A number of vendors begin setting up during this time, particularly those selling breakfast items or fresh produce.

- **Afternoon**   **(15%)**
  Pedestrian and vendor presence drops noticeably in the afternoon. The heat and reduced movement during this period result in fewer vendors operating and less foot traffic, with the exception of school dispersals and local errands.

- **Evening**   **(57%)**
  The evening period witnesses a significant spike in both pedestrian activity and vendor presence. As people return from work and schools, the street transforms into a vibrant public space. Street food stalls become active, and the atmosphere resembles an informal **night market**, attracting residents for both socializing and dining. This time frame contributes to **57%** of the total daily human activity on the street.

The analysis highlights that **evenings are the most active and vibrant part of the day on Govandi Station Road**, both socially and economically. This indicates a strong potential for activating the street further through design interventions that support safe pedestrian movement, vendor accommodation, and cultural expression.

B. Qualitative Analysis

Interviews and observations provided insights into the social interactions and conflicts between different stakeholders. Vendors see street activity as essential for their income, while pedestrians struggle with space constraints.

These are the aspect while communicating with different stakeholders:

- They need more space to celebrate and have their tradition & Culture alive. They have very congested living with no open space.

- There is less opportunity of occupation for the residents living over there. They want to start small business in form of food stall or other options where they can sell and earn money.

- Stakeholders asking for the parking area where they can park. Community living there want to celebrate and showcase their talent.

- They are facing traffic congestion and want some breathing space in that chaos & Less market area.

Observation on street of Station Road:

Figure 13: Issues on street of Govandi station Road, Source: Author

V. RECOMMENDATIONS

Proposed Interventions:

- **Pedestrian First Design:** Wider footpaths, traffic calming measures, and improved street lighting.

- **Organized Vendor zones:** Dedicated spaces for street vendors to prevent congestion.

- **Public Seating & Green Spaces:** Creating resting areas to improve usability.

- **Mixed-use Planning:** Integrating commercial and cultural activities for a lively streets.

VI. CONCLUSION

Govandi station road (East) has the potential to become a well-planned multifunctional space. By addressing traffic congestion, stakeholder needs, and urban design improvements, this street can transform into a sustainable urban public space that benefits all users.

Proposed Streetscape (Plan & Strategy) for this busy Road:

Figure 14: Proposed Strategy on street of Govandi Station Road, Source: Author

- **Propose urban design strategies** to transform Govandi Station Road into a **multifunctional, pedestrian-friendly public space**.

- Suggest **policy interventions** for better **traffic management, vendor organization, and open space integration**.

- Promote Night cycling for better movement on the road.

- Provide a **replicable framework** for redesigning Mumbai's streets to balance **urban livelihoods and public spaces**.

- Strategy is to have more social i.e. culture oriented & economical aspect taking into consideration.

Street as a Space of Celebration

At night, parts of Govandi Station Road will transform into sites of social gathering and festive celebration. Temporary food stalls and makeshift dining spaces will appear and will give rise to a lively **night market** atmosphere. These events, will be informal and community-driven, highlight the street's multifunctional role—not only as a space for transit and commerce but also as a venue for social and cultural expression.

Need to Have to increase Liveability index and Streetscape Behaviour:

1. Large Pedestrian Area (Existing: 1m, Need to Provide pathway of 2m)

2. At night, Main station road need to shut at chawk junction after 8:00pm and need to transform that space into celebration space & street venders and residents will get chance to sell their products. Community & Cultural Gathering on street.

3. Different stakeholders should allow to have engagement for better business model

4. Cultural activities on streets is the prime aspect to have uniqueness from surroundings.

5. Bicycle should allow in that particular time to reach the station if they want to have. Promote Night Cycling club.

6. Street lighting needs to have for safety purpose at secondary road and conduct talent shows will have more engagement of people & safety issue will also get resolved.

7. Main road will be converted into food feast at night where all the food stalls are there on the street with arrangement of seating for the different stakeholders on street.

8. Provision for parking to all the vehicles should give in the large open space where before that space used as Bus Depot.

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Youtube:

1. Hongkong: Streets light on ground – Indication red signal because of mobile use.

2. Netherlands: Bicycle track in more numbers than motorbike. Considers parking for Bicycle.

ANNEXURE

Section 1: Demographic Information

1. What is your primary connection to Govandi Station Road (East)?

    a) Resident
    b) Shopkeeper
    c) Street Vendor
    d) Commuter/Pedestrian
    e) Other (Please specify)

2. How frequently do you visit or use Govandi Station Road (East)?

    a) Daily
    b) 3-5 times a week
    c) 1-2 times a week
    d) Rarely

Section 2: Street Usage & Challenges

3. What are the major challenges you face on Govandi Station Road (East)? *(Multiple choices allowed)*

    ☐ Traffic congestion
    ☐ Lack of pedestrian space
    ☐ Poor Road conditions
    ☐ Illegal parking
    ☐ Encroachment by vendors
    ☐ Safety concerns

4. Do you feel the street provides enough space for pedestrians and cyclists?
    a) Yes, it is pedestrian-friendly
    b) Somewhat, but it needs improvement
    c) No, pedestrians and cyclists struggle due to congestion

5. How safe do you feel on Govandi Station Road (East), especially at night?
    a) Very safe

b) Somewhat safe
c) Unsafe
d) Very unsafe

Section 3: Economic & Social Aspects

6. Do you think the presence of street vendors and local businesses contributes positively to the street's vibrancy and economy?
    a) Yes, it creates a lively environment
    b) Partially, but needs better management
    c) No, it causes overcrowding and congestion

7. What kind of improvements would make Govandi Station Road (East) more liveable and multifunctional? *(Multiple choices allowed)*

    ☐ Wider sidewalks & pedestrian zones
    ☐ Dedicated spaces for vendors
    ☐ Traffic & parking management
    ☐ Public seating & recreational areas
    ☐ Better streetlighting & safety measures
    ☐ More green spaces

8. Do you support the idea of redesigning the street to balance commercial activities, pedestrian movement, and public spaces?
    a) Yes, fully support
    b) Yes, but with minimal changes
    c) No, the street should remain as it is

Section 4: Community Occupation & Future Possibilities

9. What is your primary occupation?
    a) Small business owner/shopkeeper
    b) Street vendor
    c) Service sector employee (driver, security, etc.)
    d) Government/Private sector employee
    e) Student
    f) Unemployed/Other (Please specify)

10. How does your occupation depend on or get affected by the street conditions on Govandi Station Road (East)? *(Open-ended response*

11. Would you participate in community discussions or initiatives aimed at improving Govandi Station Road (East)?
    a) Yes, actively
    b) Maybe, if convenient
    c) No, not interested

12. Any additional suggestions or concerns regarding the improvement of Govandi Station Road (East)? *(Open-ended response)*