Traffic congestion has long been the root to various environmental and socioeconomic issues of Hong Kong, negatively impacting the public’s quality of life. Although a multitude of potential factors such as demography and spatial disparities in demand have been extensively considered, the distribution of parking spaces was the most feasible. The challenge of understanding complex traffic engineering and lack of a clear methodology has been overcome after consulting with my supervisor, in which we explored the viability of buffer analysis, before adopting the graph theory. I intend to reify and optimise my sampling method and study area in the future.