**First Reflection (99 words)**

With traffic congestion often causing much frustration during my journeys, I am intrigued to investigate the root cause for congestion. Although a multitude of potential factors such as demography and spatial disparities in demand have been extensively considered, the distribution of parking spaces seems to be the most feasible. The challenge of understanding complex traffic engineering and the lack of a clear methodology has been overcome after consulting with my supervisor, in which I explored the viability of buffer analysis, before adopting directed graphs. I intend to reify and optimise my sampling method and study area in the future.

**Second Reflection (170 words)**

During the process, I encountered many issues with implementing time-efficient algorithms such as calculating clustering in an undirected graph and querying traffic metrics through online APIs. Combined with the lack of reliable literature, I have narrowed down my research to only calculating parking accessibility and measuring traffic through first-hand data, to reduce the complexity of the research and to produce a more focused investigation. Despite having the research simplified, I still encountered many challenges, including learning how to operate GIS software, developing a custom interface for data collection, and advanced programming techniques to handle large volumes of geospatial data.

As I spent an increasing amount of time debugging issues, I began to realise that my methodology lacked geographical explanations and rather concentrated on documenting the technical details. Furthermore, my literature review did not evaluate the advantages and disadvantages of various methods, overall decreasing the clarity and coherency of the research. I intend to better present the processed data, integrate more geographical concepts, and most importantly consolidate links to the RQ.

**Third Reflection (230 words)**

The most rewarding part of the EE was recognising that cities are fundamentally dynamic and composed of numerous separate entities that interplay with each other. When I concluded the weak correlations between parking accessibility and traffic congestion, it was certainly challenging for me to overcome my expectations of finding a stark relationship. Consequently, the continuous train of self-doubt has prompted me to rewrite the hypothesis several times to suit my observations. However, I realised that in this stochastically changing world involving many complex interactions, it is often challenging for geographers to generalise upon a definite and single conclusion. While the null hypothesis was rejected with low statistical power, rather than artificially inflating the results, I decided to allocate more effort into exploring the role of land use homogeneity, macroscopic parking availability and road design on the severity of traffic congestion.

Time management was also a pressing issue – I realised that too much time has been spent in solving inconsequential issues such as the algorithmic efficiency of the Ga2SFCA calculation. Fortunately, I was able to redirect my attention to formulating convincing arguments with a nexus approach. To improve upon this investigation, I would perform on-site surveys to gain an insiders’ perspective rather than purely relying on statistics and my observations. Nevertheless, the journey of slowly uncovering patterns from unpredictable human behaviour was thrilling and overall strengthened my resilience in thinking critically.