Length Adjustments

02/04/2025 10:52 am +10

This article demonstrates how to adjust the dimensions for a record. This may be needed when the actual length drawn is different from the calculated length (end location - start location) for the record. This is expected for records that either are only loosely associated with a road or not associated with any road.
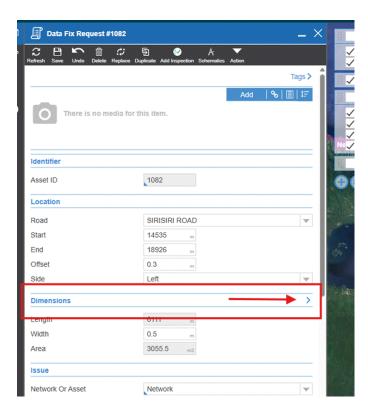
When Actual length is not equal to calculated length then a Length Adjustment and and Adjustment Reason need to be populated.
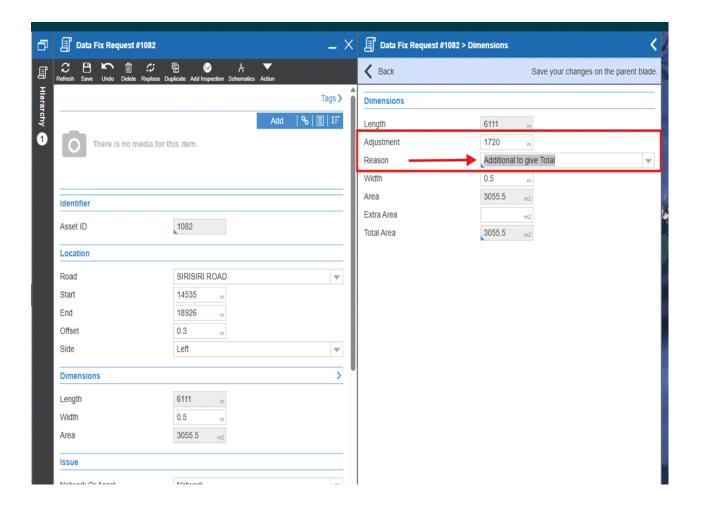
> ⚠️ If you don't populate the Adjustment Reason then you will get an error message "Adjustment reason is required".   The **Reason** field has to be populated before you can save the record.

The following provides you a guide on how you can find and populate the Adjustment fields.

These Adjustment fields can be found under **Dimensions**. This can be located by clicking on the blue arrow (>) to the right of the **Dimensions** heading to access the secondary tab where the**Length**, **Adjustment**, and **Reason** can be found.

Once the **Adjustment** field is no longer blank or 0, the **Reason** field becomes required.

The error message you're seeing "Adjustment reason is required" means that the highlighted **Reason** field hasn't been populated and needs to be to allow you to save the record – populate the **Reason** field with one of the following:

Adjustment Reason	Generally Adds or Subtracts	Use?	When to use
Additional to give Total	Adds to	Yes	Where the line starts on the centreline (or at a given offset to the C/L) and then moves away from the C/L/given offset (such as a footpath that may form an arc away from the road kerb before returning back to the kerb 100m down the road) before returning back to the C/L/given offset (+/- minor variations in the offset). Also use this one if you have no road (and therefore no start RP or end RP).
Ends away from the road	Adds to	Yes	Line starts at some point on the road but diverges from the centreline at some point along its length to start/end away from the road (while the road centreline continues)

Adjustment Reason	Generally Adds or Subtracts	Use?	When to use
Ends beyond Road End	Adds to	Yes	Line starts at some point on the road and follows the centreline either to the end of the road or back to the start of the road, and then continues for some distance past this point
Common Section	Subtracts from	Yes	When two separate lines merge for a distance but where there shouldn't be a duplication such as at a 4-way offset intersection where the second road centreline might effectively travel along the main road centreline for a short distance – while the start/end RPs on the secondary road absolutely need to account for the overlap to get the appropriate location, the overall network length shouldn't double count that section.
Cul de sac	Adds to	No	Unlikely to be used, used to add distance where a cul-de-sac head has a small island that increases the effective driven length for the road. Fairly minor adjustment and generally better to update the actual centreline to match the reality on the ground.
Dummy of No Length	Subtracts from	No	Most common use for this one is to remove road lengths from the system so that, for example, provincial road lengths aren't reported when summarising the network data – better to use ownership to remove so generally this one isn't likely to be used.
Starts or Ends at an Intersection	Subtracts from	Yes	Similar to "Common Section", this one is used to remove the overlap in length for the section of the centreline where it falls within the width of the major road – generally only used with the network rather than assets.
No adjustments made	Neither	Yes*	Only use if setting adjustment to 0 or deleting adjustment still requires you to enter a reason – this one indicates that there should not be any value other than 0 in the adjustment field.
Roundabout	Adds to	Yes*	Where minor roundabouts have not be set up as their own centreline/carriageway you may need to use length adjustment to add a few metres to the carriageway length or asset length where it tracks around the roundabout rather than following the straight centreline. Should be fairly rare as most roundabouts on the national network are large enough to be separated out into their own distinct centreline.
Unknown	Both	Yes*	Only use where it is unclear as to which option you should be using – wherever possible use one of the other options.
Widening	Adds to	No	Unlikely to be used – very minor adjustment to the overall length where the line crosses two carriageway sections with significantly different width where it's enough to mean the lateral shift is enough to add to the distance.

* = rare

> Generally, "**Additional to give total**", "**Ends away from road**", "**Ends beyond road end**" should cover most of your needs.