

Parts 8 and 18
Occupational Health and Safety Regulation

Table of Concordance
(amendments effective January 1, 2007)

<i>New Section</i>	<i>Previous Section</i>
18.1	New "definitions" section
18.2	18.2
18.3	18.1
18.4 (1) (a)	New provision
18.4 (1) (b) to (e)	18.3 and 18.4 (1)
18.4 (1) (c)	18.3 (d) and 18.6
18.4 (2)	18.3
18.5 (1)	18.4 (2)
18.5 (2)	18.9 (1)
18.5 (3)	18.9 (2)
18.5 (4)	18.9 (2)
18.6 (1)	18.5(2) Revised
18.6 (2)	18.5 (1)
18.7	18.7
18.8	18.8
18.9	18.10
18.9 (a)	18.10 (a)
18.9 (b) and (c)	8.24 (1)
18.9 (d)	18. 10 (c)
18.9 (e)	18.10 (d)
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PART 8: PERSONAL PROTECTIVE CLOTHING AND EQUIPMENT

HIGH VISIBILITY AND DISTINGUISHING APPAREL

High visibility apparel

- 8.24 (1) ~~A worker directing traffic must wear~~
- ~~(a) high visibility apparel meeting the Type 1 or Type 2 criteria of *WCB Standard Personal Protective Equipment Standard 2-1997, High Visibility Garment*, and~~
 - ~~(b) wrist bands fitted with a minimum 5 cm (2 in) wide fluorescent retroreflective strip about their entire circumference, except that wrist bands are not required for workers who direct traffic on an emergency or a temporary basis and not as part of their normal duties.~~
- (2) A worker exposed to the hazards of vehicles travelling at speeds in excess of 30 km/h (20 mph) must wear high visibility apparel meeting the Type 1 or Type 2 criteria of ***WCB Standard Personal Protective Equipment Standard 2-1997, High Visibility Garment*** the standard referenced in subsection (1).
- (3) A worker whose duties on the work site result in exposure to the hazards of mobile equipment must wear high visibility apparel meeting at least the Type 3 criteria of ***WCB Standard Personal Protective Equipment Standard 2-1997, High Visibility Garment*** the standard referenced in subsection (1).
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Explanatory Note

Section 8.24(1) has been repealed from Part 8 of the *Occupational Health and Safety Regulation* and the requirement relocated to Part 18 Traffic Control as section 18.9 (b) and (c), as these provisions apply only to a person directing traffic.

Consequential amendments to sections 8.24 (2) and (3) were made to directly reference the relevant standard as the repeal of section (1) rendered these clauses unenforceable without such changes.

PART 18: TRAFFIC CONTROL

GENERAL REQUIREMENTS

- Traffic control manual** 18.1 Traffic control procedures in British Columbia must meet the requirements of the latest edition of the *Traffic Control Manual for Work on Roadways* (the "Traffic Control Manual") issued by the Ministry of Transportation and Highways (MOTH), Highway Engineering Branch, and the requirements of this Regulation for matters not covered by the manual.
- Employer's responsibility** 18.2 The employer must ensure that effective traffic control is provided and used whenever the uncontrolled movement of vehicle traffic could be hazardous to workers.
- Traffic control supervisor** 18.3 During a traffic control operation a supervisor must be designated to be responsible for ensuring that
- (a) the required traffic control devices are in place;
 - (b) each member of the traffic control crew wears the required personal protective clothing and equipment;
 - (c) traffic control persons are positioned in a safe location clear of potential environmental hazards such as a slide or avalanche;
 - (d) traffic control persons perform traffic control duties competently and safely; and
 - (e) if 2 or more traffic control persons are required to work as a team at the worksite, responsibility for coordination of changes in traffic flow is assigned.
- Traffic control devices** 18.4
- (1) Traffic control devices must be put in place before commencing operations and must be removed when they are no longer required.
 - (2) Traffic control devices must be spaced at the intervals specified in the *Traffic Control Manual* and signs must be located so as to allow motorists to come to a controlled stop, with due regard for the prevailing weather and road conditions.

TRAFFIC CONTROL PERSONS (TCPS)

- When required** 18.5
- (1) Except as permitted by subsection (2) traffic control persons must be used when any of the following conditions prevail:
 - (a) traffic is required to pass a worker, equipment or other obstruction which may block all or part of the travelled roadway;
 - (b) workers or equipment are employed on the travelled way over the brow of a hill, around a sharp curve, or at any other location where sight distance is not adequate for oncoming traffic to have adequate warning of their presence;
 - (c) it is necessary to institute a one-way traffic system through a construction zone where traffic volumes are heavy, approach speeds are high, and a traffic signal system is not used;
 - (d) construction vehicle traffic is not coordinated with an existing traffic control system, or an existing traffic signal light system is not adequate to regulate traffic, or the work encroaches into an intersection so as to interfere with regular traffic movement;
 - (e) traffic speed or volume is a hazard to workers while setting up or removing other traffic control devices;
 - (f) other traffic control devices are not available for emergency protection;

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~~(g) workers are not adequately protected by other traffic control devices.~~

~~(2) The requirements for traffic control persons may be waived where~~

~~(a) adequate protection for workers is provided by other traffic control devices or procedures, or~~

~~(b) circumstances allow self-regulating single lane traffic controlled by signs as specified in the *Traffic Control Manual*.~~

~~**Note:** Circumstances where subsection (2) applies may include emergency or brief duration obstruction (usually less than 15 minutes) of one traffic lane where traffic is light and sight distance is adequate. Typical activities would include: unblocking catch basins, removing fallen tree limbs, water valve operation, cleanup of material spills or filling isolated potholes.~~

Selection and instruction

18.6

~~(1) A traffic control person must be a responsible person who has been instructed in, and has demonstrated an adequate knowledge of, this Regulation and the relevant procedures from the *Traffic Control Manual*.~~

~~(2) Employers of traffic control persons must train and instruct these workers in a course acceptable to the Board which covers~~

~~(a) environmental factors such as heat, cold and sun,~~

~~(b) personal protective clothing and safety equipment,~~

~~(c) communication with the travelling public,~~

~~(d) working around heavy equipment,~~

~~(e) setting up traffic control devices at a worksite,~~

~~(f) applicable requirements of the *Transportation of Dangerous Goods Act, 1992 (Canada)* and the regulations made under it,~~

~~(g) proper positioning of traffic control persons, and~~

~~(h) proper hand signals.~~

Remain on duty

18.7

~~During traffic control operations a traffic control person must remain on duty at the assigned station until relieved.~~

Location of TCPs

18.8

~~A traffic control person must~~

~~(a) stand in a safe position, preferably on the driver's side of the lane under the TCP's control, be clearly visible, and have an unobstructed view of approaching traffic, and~~

~~(b) be positioned at least 25 m (80 ft) away from the work area unless circumstances or space requirements such as working at or near an intersection dictate otherwise.~~

Signs

18.9

~~(1) Unless otherwise specified, all traffic control signs must be installed and removed in a sequence which best protects workers during this phase of traffic control.~~

~~(2) Except for brief traffic control operations, or in an emergency, signs advising of a traffic control person ahead must be placed in advance of each traffic control person's station, and removed promptly when traffic control persons are no longer on duty at that station.~~

EQUIPMENT FOR TRAFFIC CONTROL PERSONS

- Daytime operations** **18.10** Each traffic control person must be provided with and must use
- (a) ~~a traffic control paddle having a retroreflective finish on both sides and, if necessary to relieve fatigue, a non-conductive support staff for the paddle,~~
 - (b) ~~Repealed. [B.C. Reg. 312/2003.]~~
~~<See section 8.24 of the OHS Regulation.>~~
 - (c) ~~safety headgear of a high visibility colour with a strip of retroreflective tape about the crown, and~~
 - (d) ~~an effective means of communication when traffic control persons are not visible to each other, which under no circumstances means a system of passing batons or similar items to indicate the last vehicle travelling through the zone under control.~~
- ~~[Amended by B.C. Reg. 312/2003.]~~
- Poor visibility operations** **18.11** During the hours of darkness, or in other conditions of poor visibility, each traffic control person must be provided with and must use, in addition to the equipment required by section 18.10, a flashlight fitted with a red signalling baton, and with spare batteries.
- Equipment maintenance** **18.12** All traffic control equipment, including signs, traffic control paddles and personal protective equipment, must be kept clean and in working condition.

SIGNALS FOR TRAFFIC CONTROL PERSONS

- Precise motions** **18.13** A traffic control person must make all traffic control motions and signals precisely and deliberately so that the meaning of signals can be clearly understood.
- Standard signals between TCPs** **18.14** If manual signals are used between traffic control persons to initiate changes in the direction of traffic flow, the signals shown in Figure 18-1 must be used.
- Traffic control signals** **18.15** (1) ~~All signalling of traffic must conform with the requirements of the *Traffic Control Manual* and this Regulation.~~
- (2) ~~A traffic control person (TCP) must use the normal signals shown in Figure 18-2 when stationed on the driver's (left) side of the traffic lane under the TCP's control.~~
 - (3) ~~The alternative signals shown in Figure 18-2 must only be used when the traffic control person is stationed on the passenger's (right) side of the traffic lane under the TCP's control.~~
 - (4) ~~The traffic control person's paddle must not be used to wave traffic on and must never be displayed to traffic in other than a static manner.~~

OTHER REQUIREMENTS

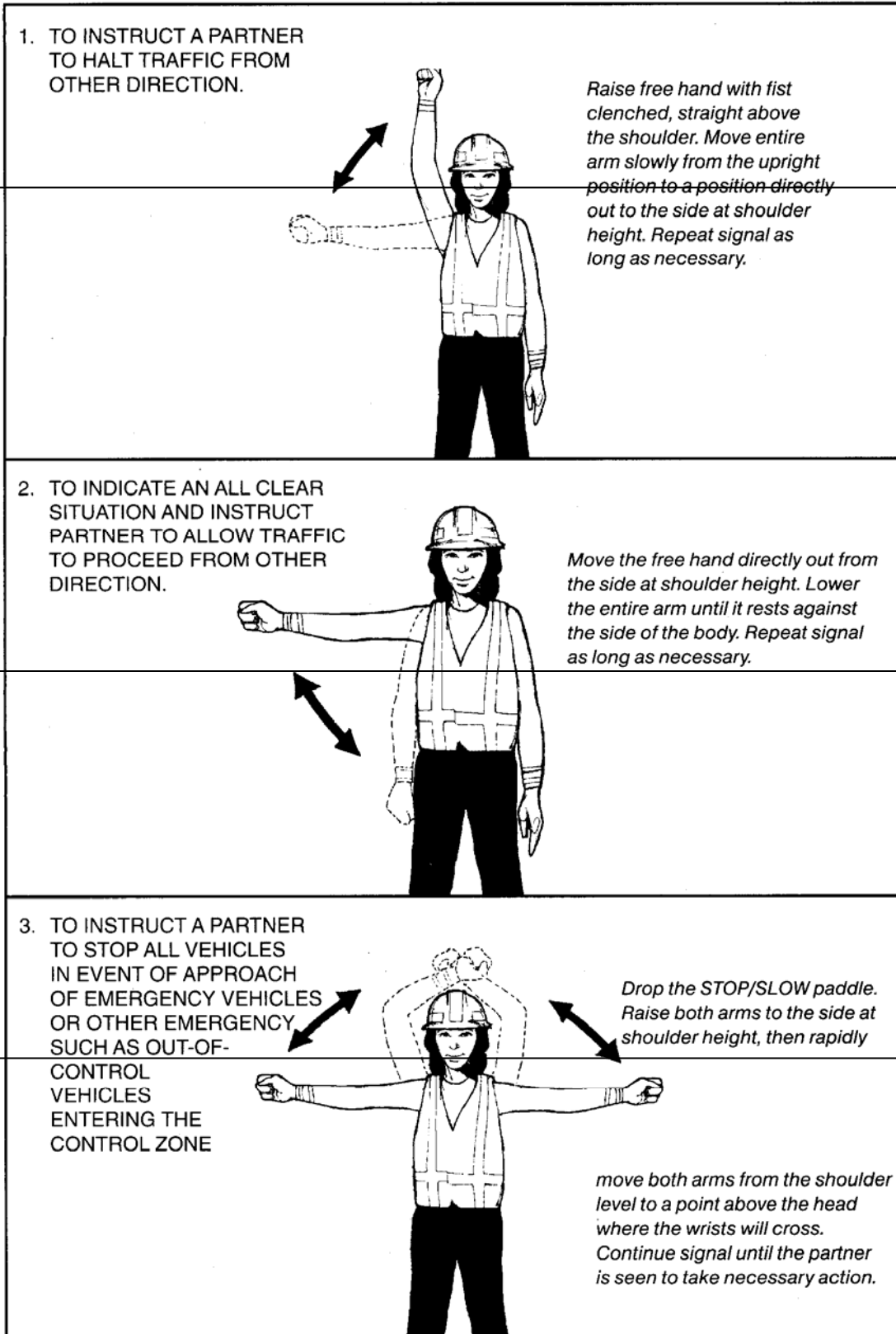
- Dust control** **18.16** Where traffic is diverted onto dusty surfaces, the principal contractor, or if there is no principal contractor, the owner of the road must maintain good visibility by the periodic application of water or other acceptable material to the grade surface to suppress dust.
- Long periods of delay** **18.17** Sufficient signs and signals must be used during long periods of traffic delay to keep the travelling motorist advised.

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**Towing and
recovery**

- 18.18** ~~If the recovery of a disabled or damaged vehicle prevents the safe passage of motorists or if passing motorists pose a danger to the workers engaged in the recovery operation, the person in charge must~~
- ~~(a) warn travelling motorists of the recovery operation by displaying appropriate signs and a 360° flashing light,~~
 - ~~(b) ensure that workers wear appropriate personal protective equipment, and~~
 - ~~(c) ensure that any other procedures required by the *Traffic Control Manual* are followed if the activity exceeds the limits for emergency or brief duration work.~~

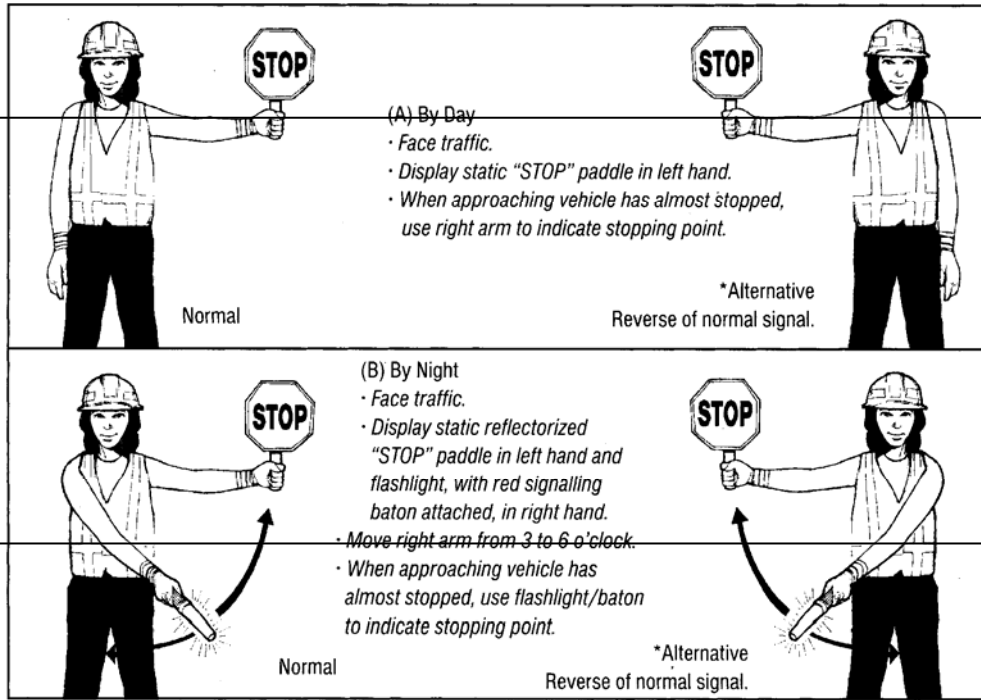
Figure 18-1: Hand signals between traffic control persons



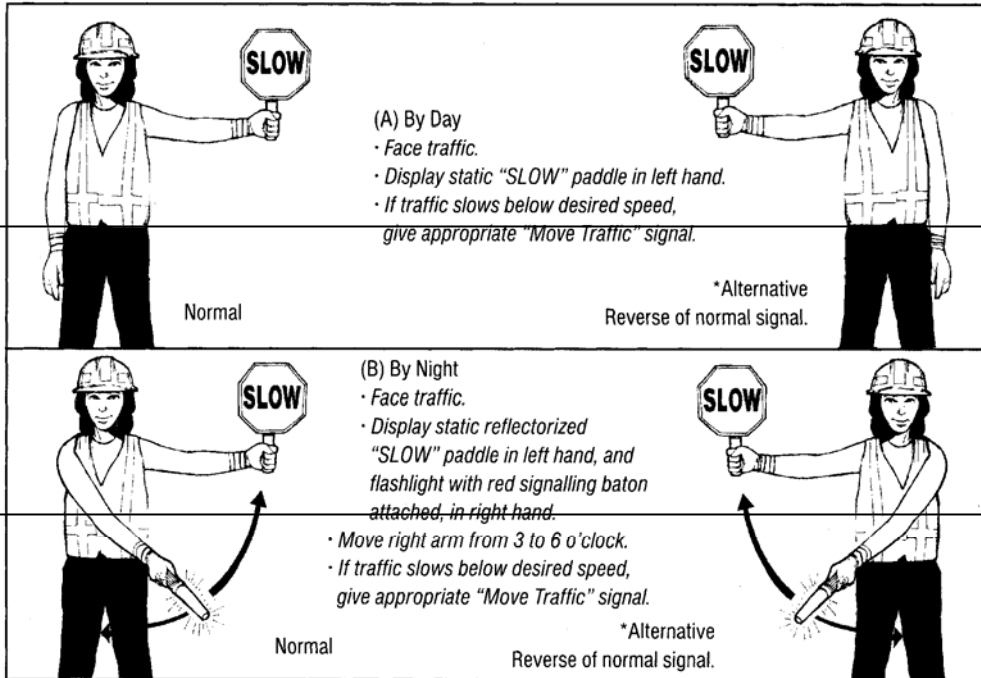
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Figure 18-2: Hand signals for traffic control

1 TO STOP TRAFFIC



2. TO SLOW TRAFFIC

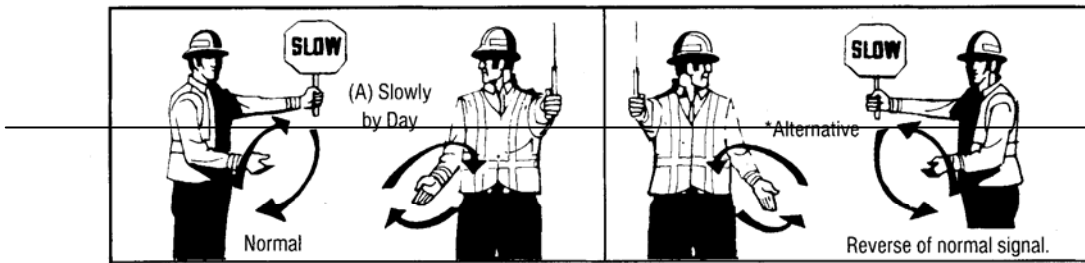


*Use Alternative Signal only when traffic control person's station is located on the right side of traffic under his or her control.

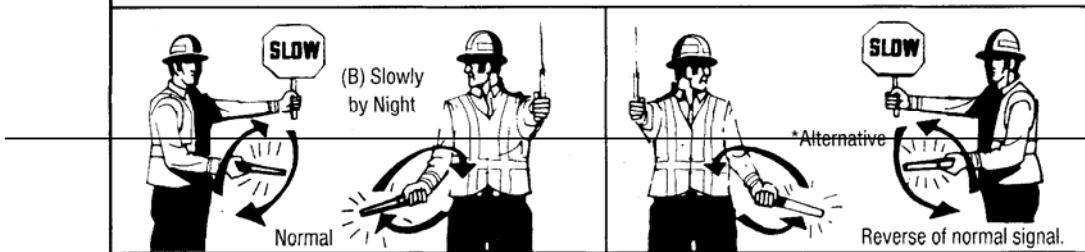
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Figure 18-2 (continued): Hand signals for traffic control

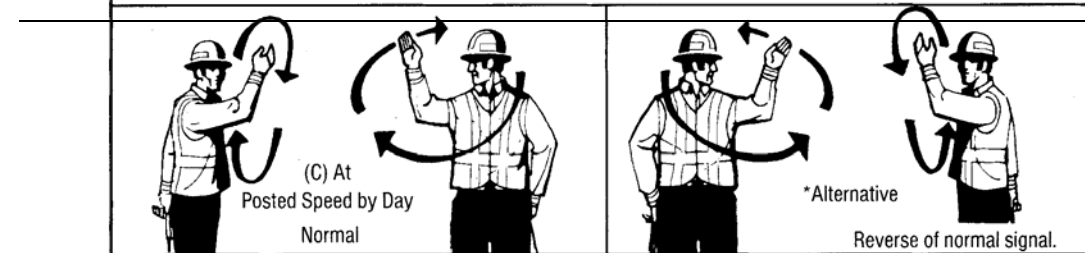
3. TO MOVE TRAFFIC



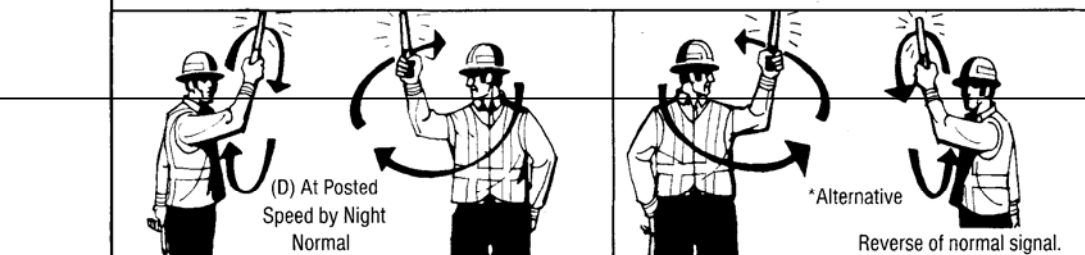
- Face across the approach traffic lane and look across right shoulder at traffic to be moved.
- Display static "SLOW" paddle in left hand.
- Advance traffic by rotating lower right arm in an elliptical manner, in the direction vehicle wheels will rotate.



- Position as above (A).
- Display static reflectorized "SLOW" paddle in left hand and flashlight, with red signalling baton, in right hand.
- Advance traffic as above.



- Position as for moving traffic slowly by day (A).
- Lower left arm to conceal paddle and motion traffic on with right arm at shoulder level.



- Position as above (C).
- Hold flashlight, with red signalling baton, in right hand.
- Motion traffic on as above (C).

*Use Alternative Signal only when traffic control person's station is located on the right side of traffic under his or her control.

GENERAL REQUIREMENTS

Definitions	18.1	In this Part:
<i>“traffic control”</i>		means the use of signs, flashing arrow boards, sign boards, buffer or shadow vehicles, barricades, cones, barriers, detours, traffic lights, traffic control persons (TCPs) or other techniques and devices to manage the flow of traffic;
<i>“traffic control person” or “TCP”</i>		means any person designated or assigned by the employer to direct traffic.

Explanatory Note

Section 18.1 “Definitions” is new and is intended to clarify some of the terms used in this Part. Traffic control has been defined to clarify the term is broader than the use of a traffic control person, and includes the use of signs and other traffic control devices and procedures. Most traffic control requirements can and should be met by the use of signs and other traffic control devices and procedures. Traffic control person has been defined to clarify that any person designated or assigned by the employer to direct or control traffic is a traffic control person.

PART 18: TRAFFIC CONTROL

GENERAL REQUIREMENTS

Responsibility 18.2 **The employer must ensure that effective traffic control is provided and used whenever traffic could be hazardous to a worker.**

Explanatory Note

Section 18.2 continues the provision setting out the employer's responsibility for providing traffic control when necessary to control hazards to workers from traffic. However, the reference only to vehicle traffic has been changed, as sometimes other traffic such as pedestrians can be hazardous and needs to be included in the scope of traffic control.

Section 18.2 refers to the employer's responsibility but often situations requiring traffic control are multi-employer workplaces, and in such circumstances someone will be the prime contractor. If the workplace is a multi-employer workplace as defined in section 118 of the *Workers Compensation Act*, then the prime contractor must ensure the requirements of this Part are met. If there is no prime contractor established for a multi-employer workplace, under section 118 the owner is the prime contractor.

PART 18: TRAFFIC CONTROL

GENERAL REQUIREMENTS

Standards for traffic control	18.3	Traffic control equipment, arrangements and procedures must meet the requirements of the latest edition of the <i>Traffic Control Manual for Work on Roadways</i> (the "<i>Traffic Control Manual</i>") issued by the Ministry of Transportation, unless otherwise specified by this Regulation.
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Explanatory Note

Section 18.3 continues the adoption of the *Traffic Control Manual* issued by the Ministry of Transportation as the standard for planning and executing traffic control operations. This is to ensure the uniform use of signs, devices and procedures for traffic control across BC. (Section 18.3 is similar to and replaces section 18.1 in the prior version of this Part.) Section 18.3 clarifies if there is a conflict between the provisions of the *Traffic Control Manual*, which is a standard adopted by the *Occupational Health and Safety Regulation* ("OHSR"), and a specific provision in the OHSR, the requirement in OHSR takes precedence.

It is the intention of WorkSafeBC to work with the Ministry of Transportation to eliminate conflicts as much as possible, between requirements in the OHSR and the *Traffic Control Manual*.

PART 18: TRAFFIC CONTROL

GENERAL REQUIREMENTS

- Supervision 18.4 (1)** The employer must ensure that whenever traffic control is required, all of the following requirements are implemented:
- (a)** the traffic control arrangements and procedures for the work are made known to all the people involved in the work;
 - (b)** the required traffic control devices and procedures are in place before the start of work and are removed when they are no longer required;
 - (c)** any person assigned to be a traffic control person is adequately trained in a manner acceptable to the Board and effectively performs their role in the traffic control arrangements and procedures for the work;
 - (d)** a traffic control person is positioned in a safe location clear of potential environmental hazards such as a slide or avalanche;
 - (e)** if 2 or more traffic control persons are required to work as a team at the worksite, responsibility for coordination of changes in traffic flow is assigned.
- (2)** The employer must ensure that during traffic control operations a supervisor is designated to ensure the requirements of subsection (1) (b) to (e) are met.
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Explanatory Note

Section 18.4 (1) incorporates a number of provisions from the previous version of the *Occupational Health and Safety Regulation* ("OHSR") to ensure that when traffic control is required, the employer's responsibilities for supervision and control are broad and involve all management, supervisory and other people involved in the work.

Section 18.4 (1) (a) is a new provision intended to ensure that everyone involved in the work is familiar with the traffic control arrangements and procedures for the work, and any person will be able to recognize when traffic control signs, devices and/or procedures are not in place or are not working and can initiate corrective action.

Section 18.4 (1) (b) through (e) continue the provisions of former sections 18.3 and 18.4 (1), but the responsibility is broadened from a single supervisor to require the employer to provide sufficient overall supervisory control to ensure traffic control is implemented when needed and removed when it is not. Previous section 18.3 required a supervisor be designated responsible for this task, and this specific provision is continued by section 18.4 (2). Management and supervisory personnel have responsibility for ensuring work arrangements required to provide for a safe workplace are effectively implemented, and this includes traffic control. All supervisory management persons need to understand the traffic control arrangements for the work and ensure persons under their control are aware of the traffic control arrangements and work within the protection provided by it. If traffic control is not effective, any supervisor needs to be able to recognize this and react promptly to correct the problem.

Section 18.4 (1) (c) is similar to former sections 18.3 (d) and 18.6 (2) but no longer requires that a TCP be trained and instructed in "a course acceptable to the Board". The employer's obligations for training are set out in section 115 of the *Workers Compensation Act* and in Part 3 of the *OHSR*. Putting a person through a course on traffic control may be part of a TCP's training but likely will not be sufficient to satisfy all the employer's training obligations. There was concern, primarily from the employer community, regarding the requirement that a traffic control person be trained "in a course acceptable to the Board". Many employers stated that this phrase unnecessarily limits their training options with no apparent safety return and is not an effective use of resources. Sometimes a course duplicates some of the training

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experienced workers generally already have, such as working around traffic and workplace mobile equipment, dealing with the public, and exposure to weather extremes.

A prime concern with regulatory wording requiring a person be trained in a course acceptable to the Board is that the wording may be interpreted to mean once a person has completed a course acceptable to the Board, the employer's training obligation for assignment of the person to TCP duties is satisfied. This may not be the case. Even an experienced TCP needs to receive ongoing training consisting of at least an orientation to each assignment, and to changing conditions as site circumstances and traffic control needs change. A course cannot cover all possible traffic control arrangements nor can a person be expected to retain all the information and procedures covered in a course. Some ongoing training will generally be required, particularly when arrangements or procedures that have not been used for some time are needed. Employers need to ensure effective training in traffic control arrangements and techniques to be used.

The change to "trained in a manner acceptable to the Board" allows flexibility for employers while allowing WorkSafeBC to exercise control over TCP training regimes. The content of training that meets the test of "in a manner acceptable to the Board" is contained in a guideline. Training can include classroom sessions, practice sessions in a controlled environment, and/or on the job training under the close direction of a supervisor, trainer, or mentor. The ultimate test of whether training has been done "in a manner acceptable to the Board" is seeing the work being done in a safe manner and in compliance with the *OHSR*. Sufficient supervision must be provided in the workplace to ensure training and instruction has been effective and traffic control is being done effectively and safely.

PART 18: TRAFFIC CONTROL

GENERAL REQUIREMENTS

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| Placement of traffic control signs and devices | 18.5 | (1) Traffic control signs and devices must be positioned and used as specified in the <i>Traffic Control Manual</i> and signs and devices must be located so as to allow traffic to move by or through the work area in a controlled manner and, if necessary, to come to a controlled stop with due regard for the prevailing weather and road conditions. |
| | | (2) Unless otherwise specified, all traffic control signs and devices must be installed and removed in a sequence which best protects workers during this phase of a traffic control operation. |
| | | (3) A sign advising of a traffic control person ahead must be placed in advance of each traffic control person's station, and this sign must be removed promptly when a traffic control person is no longer on duty at that station. |
| | | (4) Subsection (3) does not apply during emergency or brief duration work when it is not practicable to place such a sign, provided that sight lines and traffic speed allow oncoming traffic adequate warning of the work activity taking place. |

Explanatory Note

Section 18.5 (1) continues the provisions of former section 18.4 (2).

Section 18.5 (2) continues the provisions of former section 18.9 (1).

Section 18.5 (3) continues the provisions of former section 18.9 (2).

Section 18.5 (4) continues the exception in former section 18.9 (2) for emergency or brief duration work with the added conditions that the sight lines and traffic speed must allow oncoming traffic adequate warning of the work activity taking place.

TRAFFIC CONTROL PERSONS (TCPS)

**Use of a
traffic control
person**

- 18.6**
- (1) A traffic control person may be used only**
 - (a) if the use of signs and other traffic control devices and procedures alone cannot provide effective traffic control, or**
 - (b) during emergency or brief duration work if it is not practicable to control traffic with signs and other devices and procedures.**
 - (2) Without limiting the generality of subsection (1), one or more traffic control persons must be used if**
 - (a) it is necessary to institute a one-way traffic system by or through a work zone and the circumstances do not allow self-regulating single lane traffic controlled by signs and other devices as specified in the *Traffic Control Manual*, and a traffic signal system is not used,**
 - (b) work-related traffic cannot safely self-regulate to move in or out of the work area or safely coordinate with other traffic,**
 - (c) an existing traffic control system, or an existing traffic signal light system, is not adequate to regulate traffic,**
 - (d) the work encroaches into an intersection so as to interfere with regular traffic movement,**
 - (e) traffic speed or volume is a hazard to workers while setting up or removing other traffic control devices, or**
 - (f) other traffic control devices are not available in an emergency situation.**
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Explanatory Note

Section 18.6 (1) establishes, consistent with the planning and selection criteria set out in the *Traffic Control Manual*, that traffic control arrangements for a workplace may use a traffic control person (“TCP”) only when the use of signs, devices and/or procedures is not sufficient to provide effective traffic control. A person should not be assigned or allowed to undertake the role of a TCP, and thus be exposed to the hazards of traffic, unless it is necessary for the effective functioning of the traffic control plan. This section also recognizes that during emergency or brief duration work, a TCP may be used if it is not practicable to control traffic with signs and other devices. Note section 18.5 (4) only allows a TCP without an advance sign advising traffic of the TCP ahead if the sight lines and traffic speed allow oncoming traffic adequate warning of the work activity taking place.

Section 18.6 (2) sets out when a traffic control person must be used. Generally these are the same circumstances as set out in the former section 18.5 (1). The exceptions are eliminations of former section 18.5 (1) (a) which required a TCP be used if traffic had to pass a worker, equipment or other obstruction which may block all or part of the traveled roadway, and former section 18.5 (b) which required a TCP if workers or equipment are employed on the travelled roadway over the brow of a hill, around a sharp curve, or at any other location where sight distance is not adequate for oncoming traffic to have adequate warning of their presence. In many of these circumstances signs and traffic control devices can be effectively used to warn and route traffic around the obstruction and the *OHSR* should not require or permit a TCP to be exposed to the hazard of moving traffic unless it is necessary for effective traffic control. These changes are consistent with the planning and selection criteria for traffic control in the *Traffic Control Manual*.

Note: former section 18.6 has been replaced by the provisions in section 18.4 (1) (c) and there is a guideline that explains what constitutes “trained in a manner acceptable to the Board”.

PART 18: TRAFFIC CONTROL

TRAFFIC CONTROL PERSONS (TCPS)

Traffic control person to remain on duty	18.7	The employer must ensure that a traffic control person is on duty at the assigned station whenever a traffic control person is required as part of the traffic control plan for the work.
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Explanatory Note

Section 18.7 is a minor rewording of former section 18.7.

If the traffic control plan for the work requires a traffic control person ("TCP") to be continuously on duty throughout the work shift, the employer must ensure there are adequate arrangements in place to allow the person normally assigned to that station to have breaks at reasonable intervals throughout the shift. Normally this will be done by having one or more other people trained, equipped and designated to carry out the TCP function while the regular TCP takes their break.

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TRAFFIC CONTROL PERSONS (TCPS)

Location of traffic control persons	18.8	A traffic control person must <ul style="list-style-type: none">(a) stand in a safe position, preferably on the driver's side of the lane under the TCP's control, be clearly visible, and have an unobstructed view of approaching traffic, and(b) be positioned at least 25 m (80 ft) away from the work area unless circumstances or space requirements, such as working at or near an intersection, dictate otherwise.
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Explanatory Note

Section 18.8 continues the provisions of former section 18.8.

EQUIPMENT FOR TRAFFIC CONTROL PERSONS

Operations during day time	18.9	<p>Each traffic control person must be provided with, and must use, all of the following:</p> <ul style="list-style-type: none">(a) a traffic control paddle meeting the requirements for a C-27H Traffic Control Paddle as specified in the <i>Traffic Control Manual</i> and, if necessary to control fatigue, a non-conductive support staff for the paddle;(b) high visibility apparel meeting<ul style="list-style-type: none">(i) the Type 1 or Type 2 criteria of <i>WCB Standard Personal Protective Equipment Standard 2-1997, High Visibility Garment</i>, or(ii) the Class 2 or 3 garment criteria of <i>CSA Standard Z96-02, High-Visibility Safety Apparel</i>, with a fluorescent background colour;(c) wrist and lower leg bands fitted with a minimum 5 cm (2 in) wide fluorescent retroreflective strip about their entire circumference, except that wrist and lower leg bands are not required for a traffic control person performing this function on an emergency or a temporary basis and not as part of their normal duties;(d) safety headgear of a high visibility colour with a strip of retroreflective tape across the top from front to back and on the sides;(e) an effective means of communication when traffic control persons are not visible to each other, which under no circumstances means a system of passing batons or similar items to indicate the last vehicle traveling through the zone under control.
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Explanatory Note

Section 18.9 continues the provisions of former section 18.10 with two additions. The additions are sections 18.9 (b) and (c) which are a relocation of the provisions of former section 8.24 (1) to Part 18. This relocation was done as these provisions only apply to “a worker directing traffic”, which means a traffic control person. These provisions have been deleted from Part 8. Section 18.9 (b) has been expanded to specify apparel must meet the Workers’ Compensation Board Standard or the recently published CSA standard for high visibility clothing provided the CSA garment has a fluorescent background colour.

Section 18.9 (c) has been modified to include lower leg bands.

Section 18.9 (d), formerly 18.10 (c), has been modified to specify retroreflective tape across the top and on the sides of the safety headgear.

Note: the provisions of former section 18.9 are now contained in section 18.5 (2), (3) and (4).

PART 18: TRAFFIC CONTROL

EQUIPMENT FOR TRAFFIC CONTROL PERSONS

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| Operations during night time or poor visibility | 18.10 | (1) During the hours of darkness, or in other conditions of poor visibility, each traffic control person must be provided with and must use, in addition to the equipment required by section 18.9, a flashlight fitted with a red signalling wand.

(2) For the purpose of subsection (1), the traffic control person must have immediate access to spare batteries for the flashlight. |
| Equipment maintenance | 18.11 | All traffic control equipment and devices, including signs, traffic control paddles and personal protective equipment, must be kept clean and in working condition. |

DIRECTIONS AND SIGNALS BY TRAFFIC CONTROL PERSONS

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| Precise motions | 18.12 | A traffic control person must make all traffic control directions and signals precisely and deliberately so that the meaning can be clearly understood. |
| Standard signals between traffic control persons | 18.13 | If manual signals are used between traffic control persons to initiate changes in the direction of traffic flow, the signals shown in Figure 18-1 must be used. |
| Standard signals for traffic | 18.14 | (1) All traffic control directions and signals made by a traffic control person for the purpose of controlling traffic must conform to the requirements of this Regulation and the <i>Traffic Control Manual</i> .

(2) A traffic control person must use the normal signals shown in Figure 18-2 when stationed on the driver's (left) side of the traffic lane under the TCP's control.

(3) The alternative signals shown in Figure 18-2 must be used only when the traffic control person is stationed on the passenger's (right) side of the traffic lane under the TCP's control.

(4) A traffic control person must not use their traffic control paddle to wave traffic on and must never display the paddle to traffic in other than a static manner. |

OTHER REQUIREMENTS

- | | | |
|--------------------------------|-------|---|
| Dust control | 18.15 | If traffic causes airborne dust to the extent visibility is reduced and interferes with effective traffic control or creates a hazard to workers, the employer must control the dust by the periodic application of water or other acceptable material to the grade surface to suppress dust. |
| Long periods of delay | 18.16 | If traffic control operations will result in long periods of traffic delay, appropriate signs or other effective means must be used to inform the traffic of the situation. |
| Towing and recovery operations | 18.17 | If the recovery of a disabled or damaged vehicle prevents the safe passage of other vehicles or if a passing vehicle is a danger to the workers engaged in the recovery operation, the person in charge must

(a) warn traffic of the recovery operation by displaying appropriate signs and a 360° flashing light, |

- (b) ensure that workers wear appropriate personal protective equipment, and
- (c) ensure that any other procedures required by the *Traffic Control Manual* are followed if the activity exceeds the limits for emergency or brief duration work.

Explanatory Note

Sections 18.10 through 18.17 continue the provisions of former sections 18.11 through to 18.18 respectively, with only minor wording changes in some clauses for clarity.

Figure 18-1: Arm signals between traffic control persons

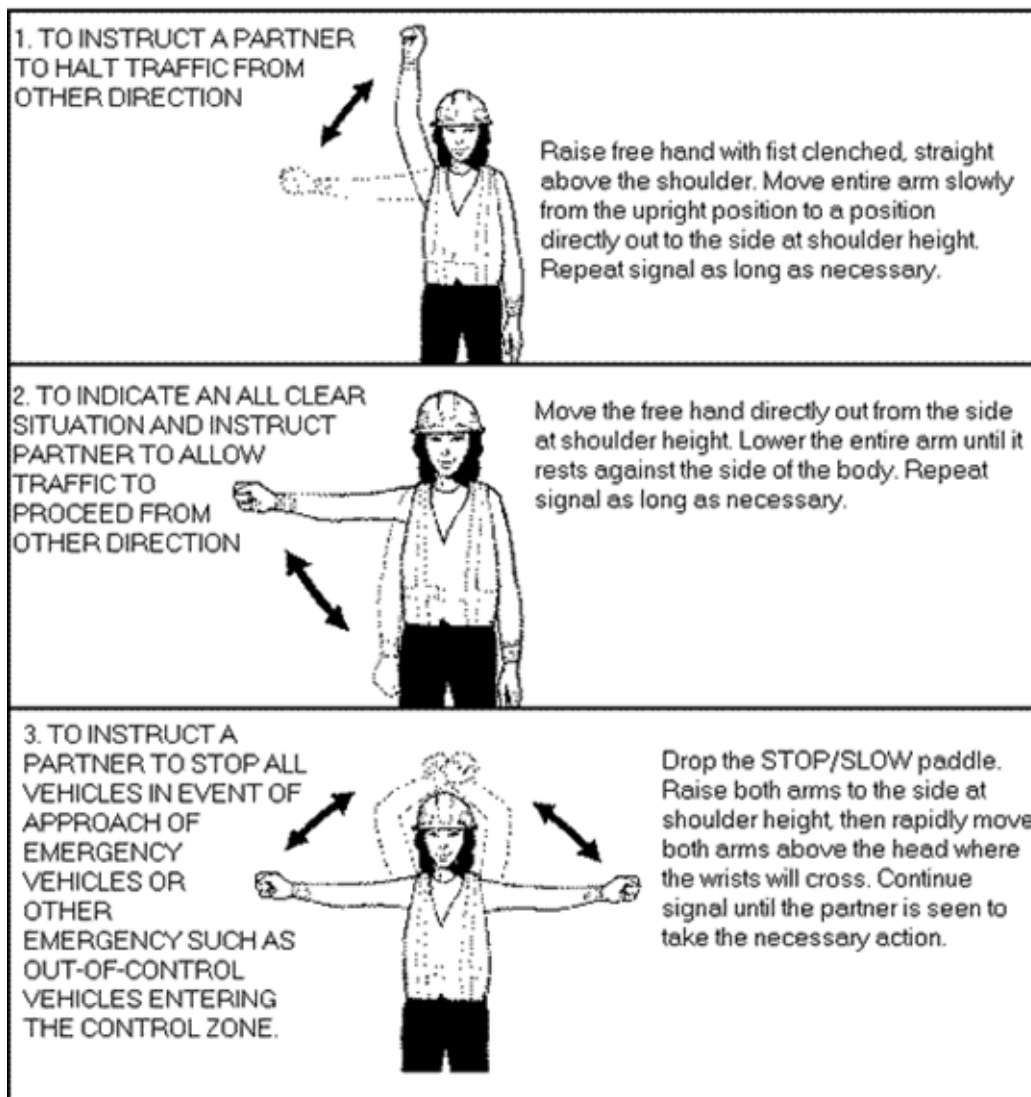
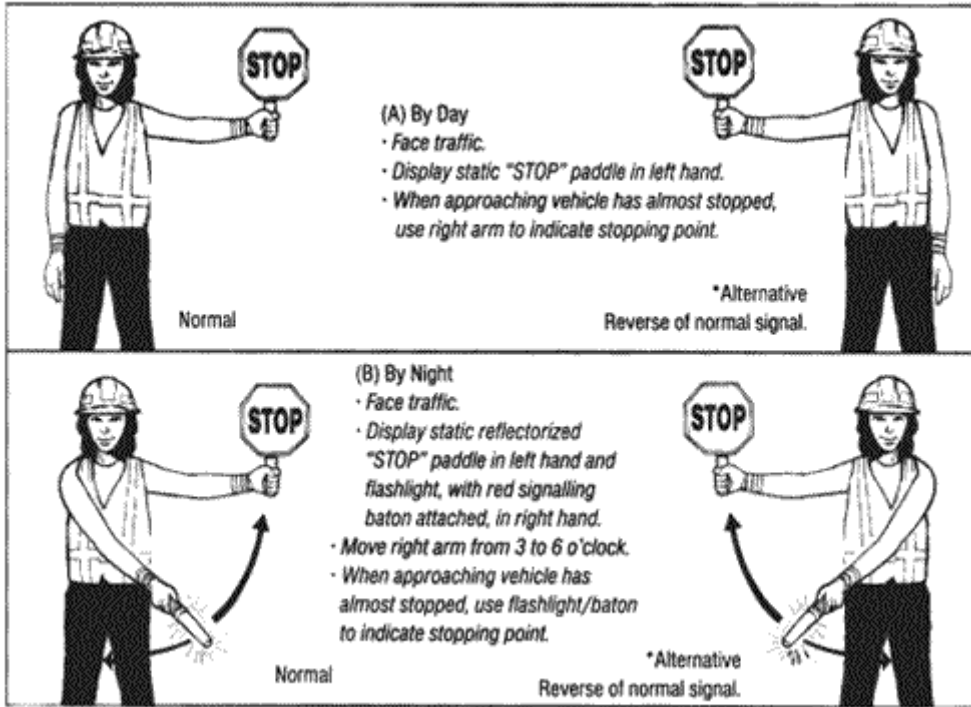
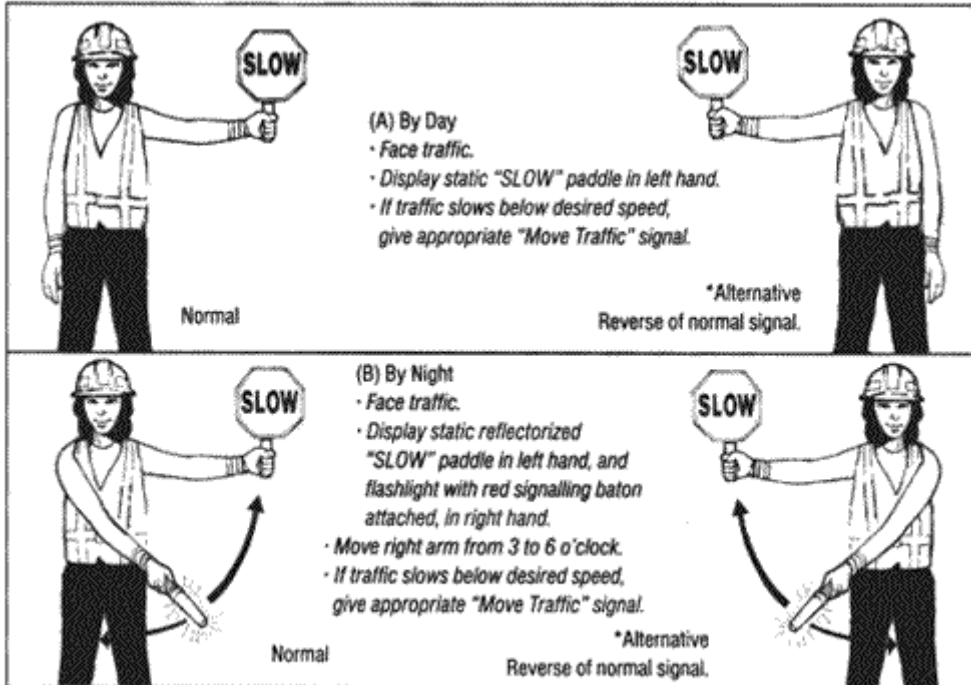


Figure 18-2: Arm signals for traffic control

1 TO STOP TRAFFIC



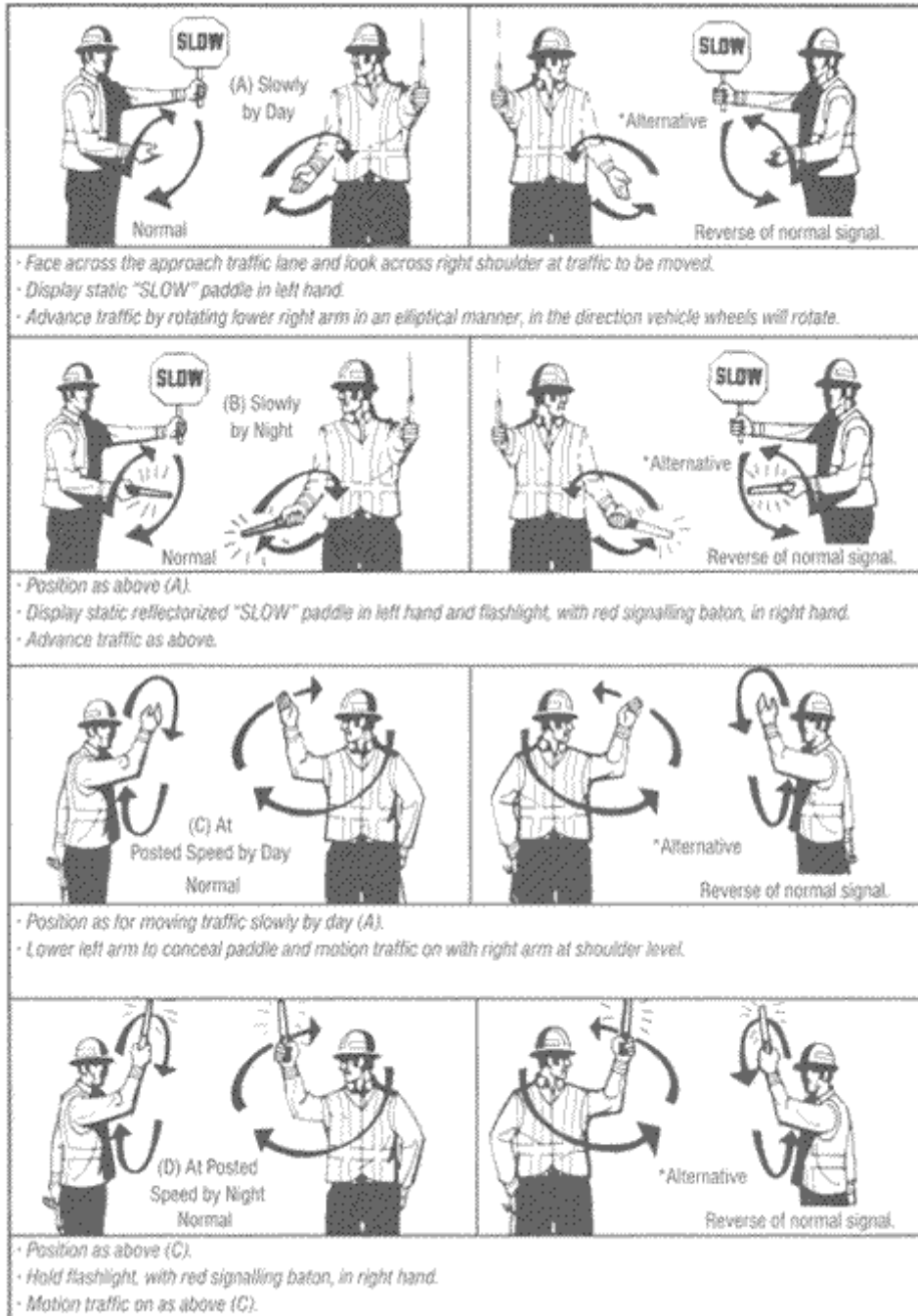
2. TO SLOW TRAFFIC



*Use Alternative Signal only when traffic control person's station is located on the right side of traffic under his or her control.

Figure 18-2: Arm signals for traffic control (Continued)

3. TO MOVE TRAFFIC



*Use Alternative Signal only when traffic control person's station is located on the right side of traffic under his or her control.

The following guideline sets out elements of training the Board requires in different traffic control environments, in order that a traffic control person be considered trained in a manner acceptable to the Board.

G18.4 Supervision – TCP training in a manner acceptable to the Board

Preliminary issue January 1, 2007

Regulatory Excerpt

Section 18.4(1) of the OHS Regulation provides that

(1) The employer must ensure that whenever traffic control is required, all the following requirements are implemented:

...

(c) a person assigned to be a traffic control person is adequately trained in a manner acceptable to the Board and effectively performs their role in the traffic control arrangements and procedures for the work

Purpose of Guideline

The purpose of this guideline is to outline what elements of training the Board requires in different traffic control environments, in order that a traffic control person be considered trained in a manner acceptable to the Board.

Discussion

Traffic control persons (TCPs) play an important role in protecting workers by helping to ensure road safety at worksites. The OHS Regulation requirement for training of TCPs in a manner acceptable to the Board under section 18.4 recognizes the important functions of the TCP, as well as the associated risks of injury to a TCP when controlling the direction, speed, and coordination of traffic at worksites.

What competencies a TCP requires is dependent on the circumstances the TCP is expected to face. Employers are expected to perform a job task analysis to determine the risks faced by the TCP. In all cases, traffic control work must be performed in a safe manner and in compliance with the Occupational Health and Safety Regulations. Sufficient supervision must be provided in the workplace to ensure training and instruction has been effective and traffic control is being done effectively and safely. What follows are what the Board considers training in a manner acceptable to the Board for high risk, low/moderate risk and emergency scene situations.

1. High Risk Workplace TCPs

In high risk situations, it is crucial that TCPs have the capability of controlling the risks they face and the skills to exercise independent judgement to ensure the integrity of the traffic control is maintained.

High risk workplaces include those where TCPS are used to guide traffic through sections of two-way road temporarily reduced to one lane, and where traffic must be stopped to permit work zone equipment to enter or cross a road.

Factors indicating workplace is "High risk":

The presence of any of the following factors will indicate that a traffic control workplace is high risk:

- 2 way traffic being controlled
- Traffic speed 60 km/h or greater
- High volume of traffic (a rate exceeding 1000 vehicles/24 hrs)
- Traffic control lasting 2 hours or longer
- Traffic control extending into dusk or night time hours
- Poor sightline (less than 100m) for oncoming traffic
- Existence of overhead hazards
- Traffic control to be performed in intersections controlled by four way stop or lights
- Problematic elements such as active driveways, merging traffic, bus stops, active mobile equipment

Subject matter required for training of TCPs in high risk workplaces:

For TCPs working in high risk workplaces, training must cover the following topics:

- the requirements of the latest edition of the Traffic Control Manual for Work on Roadways (the "Traffic Control Manual") issued by the Ministry of Transportation (MOT), Highway Engineering Branch
- environmental factors such as heat, cold and sun,
- personal protective clothing and safety equipment,
- communication with the travelling public,
- working around heavy equipment,
- setting up traffic control devices at a worksite,
- applicable requirements of the Transportation of Dangerous Goods Act, 1992 (Canada) and the regulations made under it,
- proper positioning of traffic control persons, and
- proper hand signals.

Course elements required training of TCPs in high risk workplaces:

TCP training for high risk situations must include in class coursework as well as a practical component. The course should exceed two full days of instruction and assessment. TCP candidates must successfully complete a written test that assesses knowledge of the subject matter, and be evaluated on their practical competencies.

Delivery of training for TCPs in high risk workplaces:

A comprehensive standardized traffic control training program that trains TCPs to an appropriate level of skill and knowledge for high risk workplaces has been implemented by the B.C. Road Construction and Maintenance Safety Network (the Safety Network). The Safety Network training is being delivered through independent certified trainers and is administered and audited by the Safety Network, and includes a database of qualified TCPs and proof-of-training cards.

Currently WorkSafeBC considers only the Safety Network training to be training in a manner acceptable to the Board under s. 18.4(1)(c) for TCPs working in high risk workplaces. WorkSafeBC will review training courses for high risk workplaces prepared

and delivered by other agencies to ensure they constitute training in a manner acceptable to the Board for high risk workplaces.

TCPs trained in a manner acceptable to the Board for high risk workplaces are deemed to have the requisite skills to work in other workplaces where TCPs are required.

Note that it remains the employer's responsibility in all situations to instruct workers regarding specific risks at the workplace and to ensure the traffic control plan is adequate.

2. Low/Moderate Risk Workplace TCPs

In some moderate risk situations, the comprehensive TCP training for high risk workplaces is not necessary.

For those workplaces where the factors outlined in paragraph 1 are not present, TCP training must meet the competencies identified through a job task analysis. At a minimum this must include:

- overview of basic traffic control techniques, including setting up and taking down basic traffic control devices at a work site, proper hand signals and proper positioning,
- instruction on personal protective clothing and safety equipment,
- responding to aggressive drivers,
- identifying an escape route, and
- reporting of near misses and incidences that may occur.

TCP training for low/moderate risk workplaces may include in class coursework as well as a practical component, such as practice sessions in a controlled environment, and on-the-job training, where appropriate. Training may be delivered by the employer or by a third party. Training must be documented adequately. Safety Network training for high risk TCPs is acceptable for low/moderate risk workplaces.

3. Emergency Scene Management

Emergency services workers are often called upon to control traffic around the site of an emergency or accident.

In such situations it is expected that emergency services workers would be trained in:

- traffic control equipment,
- equipment set up and take down,
- principles of traffic management outlined in the traffic control manual,
- use of a buffer vehicle to protect the workplace,
- other appropriate safe work procedures, and
- instruction on personal protective clothing and safety equipment.

Where the traffic control situation will persist for longer than 2 hours, and it is necessary to direct traffic through sections of two-way road temporarily reduced to one lane,, it is expected that the worker directing traffic would be trained in the manner of the high risk TCP.