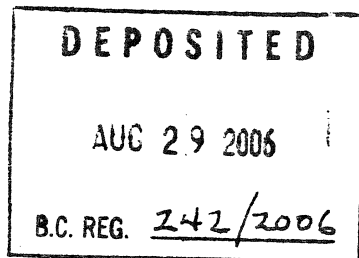


2006/07/25-02

THE WORKERS' COMPENSATION BOARD OF BRITISH COLUMBIA



RESOLUTION OF THE BOARD OF DIRECTORS

RE: Amendments to requirements of the *Occupational Health and Safety Regulation* (B.C. Reg. 296/97, as amended), pertaining to traffic control

WHEREAS:

Pursuant to section 225(1) of the *Workers Compensation Act*, R.S.B.C. 1996, c. 492 and amendments thereto ("Act"), the Workers' Compensation Board ("WCB") may make regulations it considers necessary or advisable in relation to occupational health and safety and occupational environment;

AND WHEREAS:

Parts 8 and 18 of the *Occupational Health and Safety Regulation* ("OHSR") contain requirements relating to traffic control;

AND WHEREAS:

A review of the regulatory requirements within Parts 8 and 18 was conducted in response to a request from the municipal sector employers to amend traffic control requirements to reflect the most current, industry accepted standards and the needs of all employers;

AND WHEREAS:

The WCB, pursuant to its mandate under the *Act*, has proposed amendments to Parts 8 and 18 of the *OHSR*, and has given notice of the proposed amendments and held a public hearing on the proposed amendments in accordance with section 226(1) of the *Act*;

AND WHEREAS:

The Board of Directors, after due consideration of all presentations to the WCB, considers it necessary and advisable in accordance with the WCB's mandate under the *Act* in relation to occupational health and safety and occupational environment, to amend Parts 8 and 18 of the *OHSR*;

AND WHEREAS:

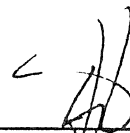
Pursuant to the Provincial Government's *Regulatory Reform Policy*, the Board of Directors has evaluated the proposed regulatory amendments according to the established regulatory criteria;

THE BOARD OF DIRECTORS RESOLVES THAT:

1. The regulatory amendments to the *OHSR*, as set out in Appendix A, are approved.
2. The Regulatory Criteria Checklist in Appendix B is approved.
3. The above regulatory amendments will be deposited with the Registrar of Regulations in such form as may be required by the Registrar.
4. The above regulatory amendments will come into force on January 1, 2007.

DATED at Richmond, British Columbia, July 25, 2006.

By the Workers' Compensation Board



**DOUGLAS J. ENNS, CHAIR
BOARD OF DIRECTORS**

THE BOARD OF DIRECTORS RESOLVES THAT:

- 1 *Section 8.24 of the Occupational Health and Safety Regulation, B.C. Reg. 296/97, is amended*
 - (a) *by repealing subsection (1), and*
 - (b) *in subsections (2) and (3) by striking out “the standard referenced in subsection (1).” and substituting “WCB Standard Personal Protective Equipment Standard 2-1997, High Visibility Garment.”.*
- 2 *Part 18 of the Occupational Health and Safety Regulation, B.C. Reg. 296/97, is repealed and the following substituted:*

Part 18 - Traffic Control

General Requirements

Definitions

18.1 In this Part:

“**traffic control**” 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;

“**traffic control person**” or “**TCP**” means any person designated or assigned by the employer to direct traffic..

Responsibility

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

Standards for traffic control

- 18.3** Traffic control equipment, arrangements and procedures 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, unless otherwise specified by this Regulation.

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.

Placement of traffic control signs and devices

- 18.5** (1) Traffic control signs and devices must be positioned and used as specified in the *Traffic Control Manual* 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.

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.

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.

Location of traffic control persons

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.

Equipment for Traffic Control Persons

Operations during day time

18.9 Each traffic control person must be provided with, and must use, all of the following:

- (a) a traffic control paddle meeting the requirements for a C-27H Traffic Control Paddle as specified in the *Traffic Control Manual* and, if necessary to control fatigue, a non-conductive support staff for the paddle;
- (b) high visibility apparel meeting
 - (i) the Type 1 or Type 2 criteria of *WCB Standard Personal Protective Equipment Standard 2-1997, High Visibility Garment*, or
 - (ii) the Class 2 or 3 garment criteria of *CSA Standard Z96-02, High-Visibility Safety Apparel*, 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.

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

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 *Traffic Control Manual*.
- (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.

Figure 18-1: Arm signals between traffic control persons

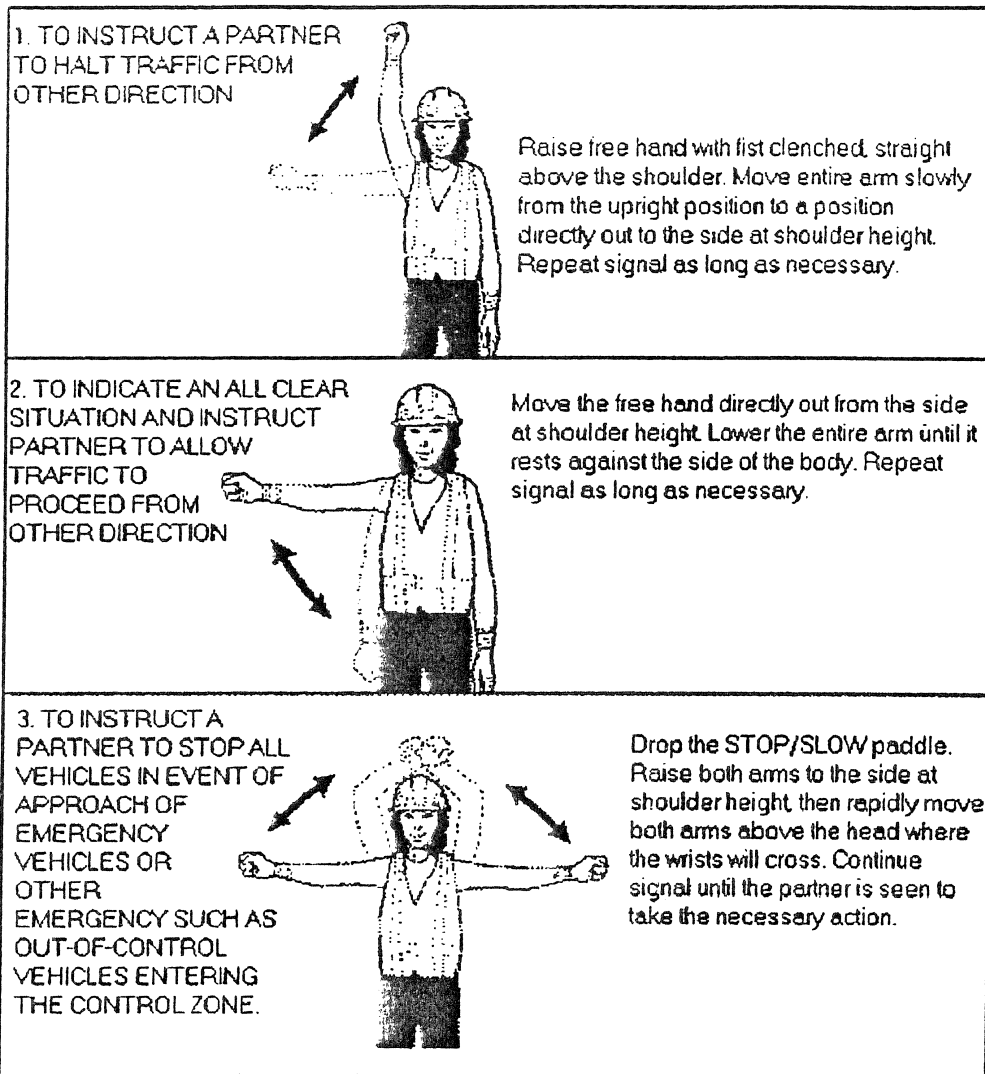
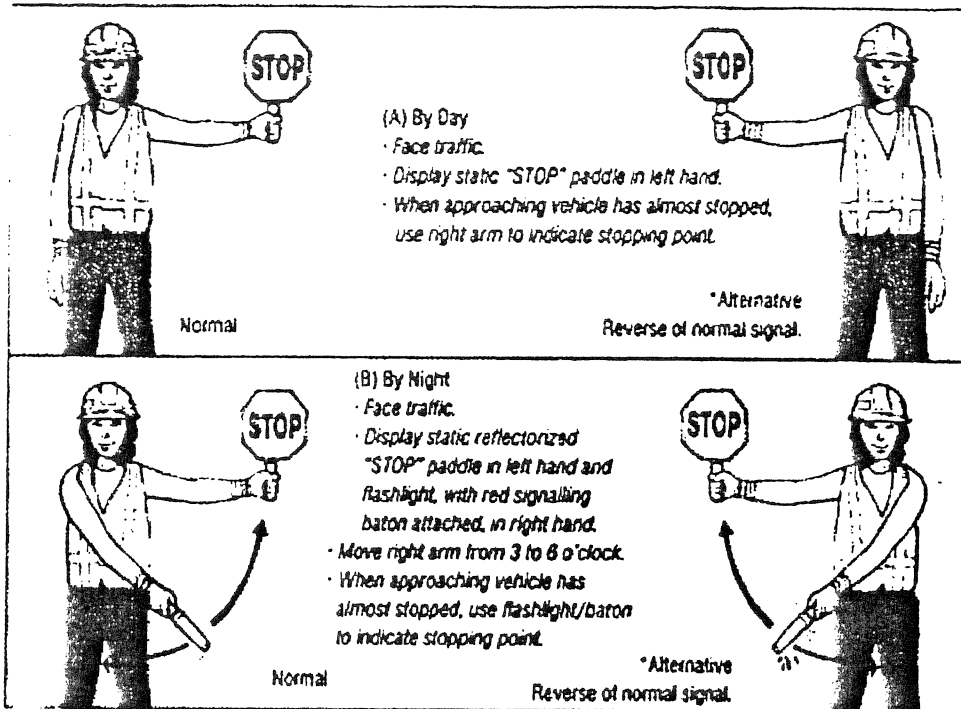
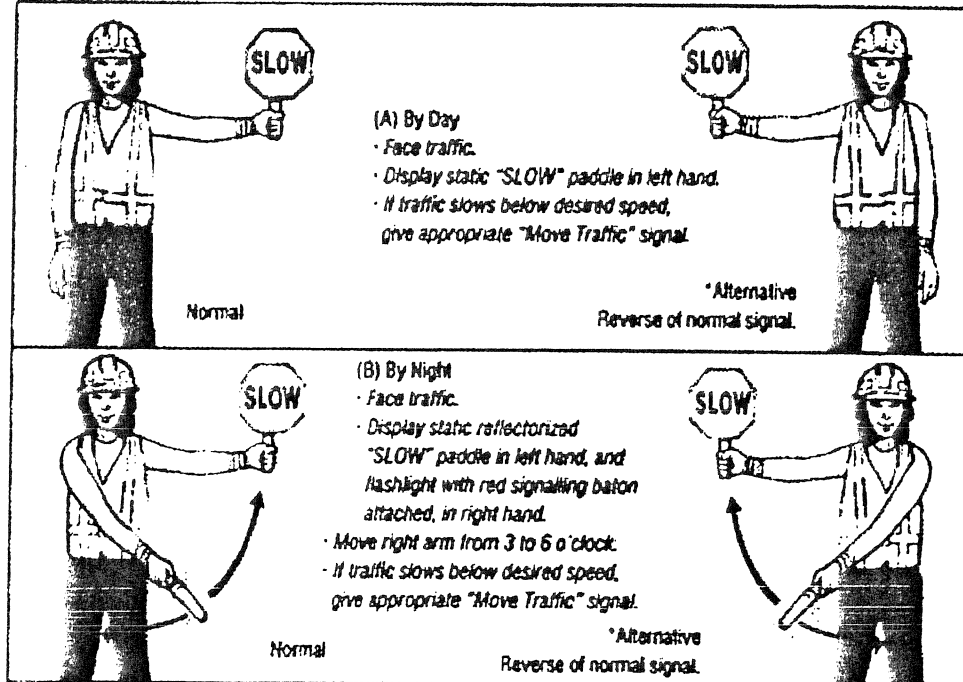


Figure 18-2: Arm signals for traffic control

1 TO STOP TRAFFIC

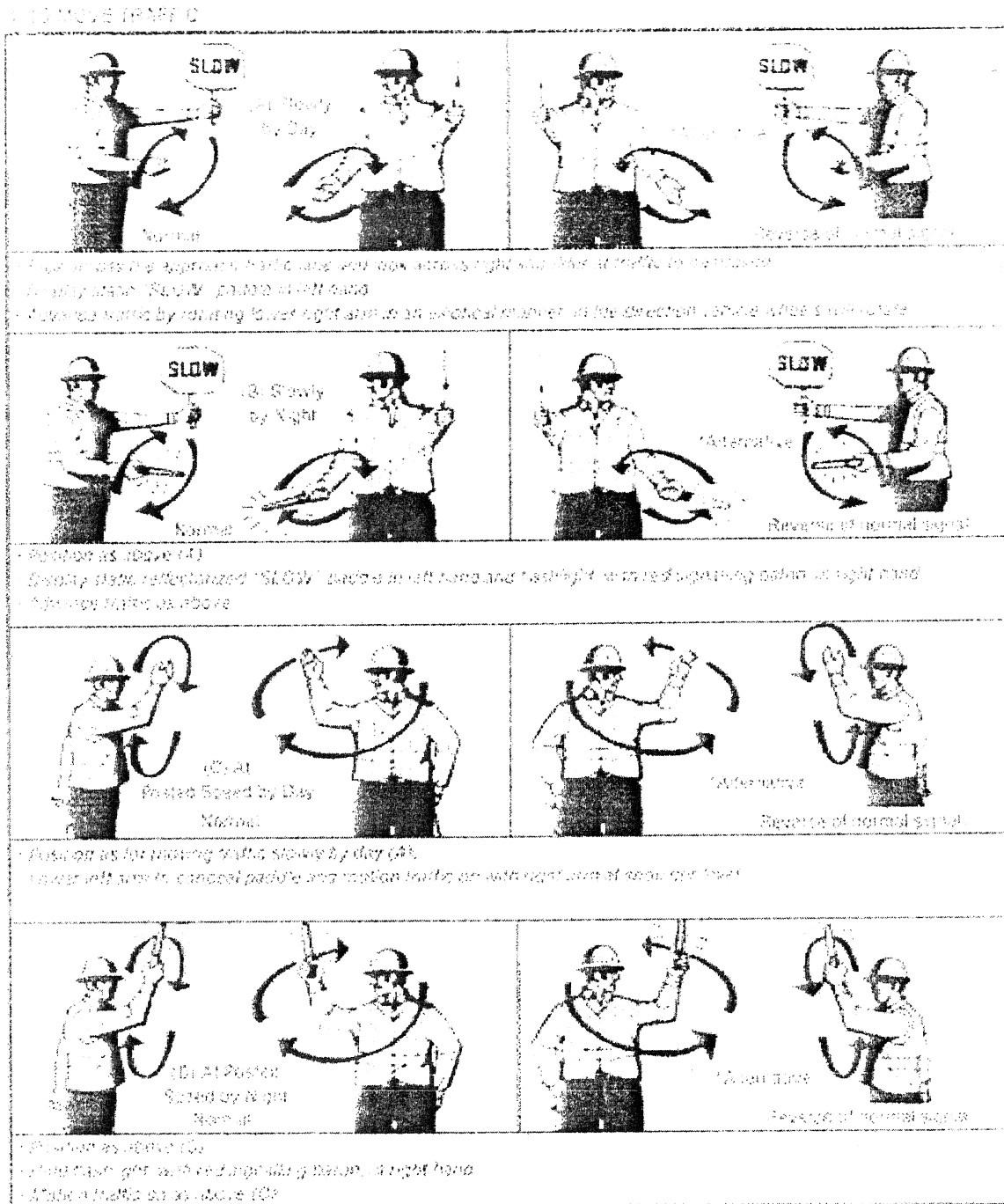


2. TO SLOW TRAFFIC



*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 *The above amendment comes into force on January 1, 2007.*

Dated at Richmond, British Columbia, July 25, 2006.

By the Workers' Compensation Board



**DOUGLAS J. ENNS, CHAIR
BOARD OF DIRECTORS**