

Traffic Control Plan – Know The Laws of Your Province



Traffic control regulations are essential for ensuring the safety of workers and the public in areas where vehicular traffic and workplace activities intersect. These regulations require **employers** to implement effective traffic management plans, provide high-visibility clothing, and use traffic control devices such as barriers, warning signs, and designated signalers. Safety measures include the proper positioning of traffic control personnel, adherence to speed limits, and the use of signaling systems to direct traffic flow. Workers **must** be trained in traffic control procedures and hazard recognition to prevent accidents. While general safety principles are consistent across Canada, specific regulations vary by province and territory to address unique roadway conditions and work environments. Compliance with these regulations minimizes risks, enhances worker protection, and promotes a culture of safety in traffic-exposed workplaces.

FEDERAL

In Canada, **employers must** protect workers from hazards, including vehicular traffic, under the [Canada Labour Code, Part II](#), [Canada Occupational Health and Safety Regulations, Part XIV, Sections 14.25-14.27](#) and the [CCOHS](#). Employers must ensure safe operation of motorized materials handling equipment, establish a traffic management plan, and use

engineering and administrative controls to separate workers from traffic. Traffic control layouts, protective barriers, and personal protective equipment (PPE) **must** be implemented to maintain safety. Traffic control persons **must** be competent and properly trained, and work zones **must** be clearly marked with appropriate signage, signals, and speed control measures.

While the federal regulations under the Canada Labour Code do not have explicit sections titled "Traffic Control," **employers** are obligated to protect workers from all hazards, including those related to vehicular traffic.

Part II – Occupational Health and Safety

General Duty of Employer

Every **employer shall** ensure that the health and safety at work of every person employed by the **employer** is protected. **Section 124.**

Part XIV – Materials Handling

Signals

No **employer shall** require an operator to operate motorized materials handling equipment unless the operator:

(a) is directed by a signaler; or

(b) has an unobstructed view of the area in which the equipment is to be operated. **Section 14.25.**

Previous Version

(1) Every **employer** who wishes to use signals to direct the movement of motorized materials handling equipment **shall** establish a single code of signals to be used by signalers in all of the **employer's** workplaces.

(2) Subject to subsection (3), signals from the code referred to in subsection (1) **shall** be given by a signaler, who may use

only those signals.

(3) A signal to stop given by any person granted access to the workplace by the **employer shall** be obeyed by an operator.

(4) No signaler **shall** perform duties other than signaling while the motorized materials handling equipment under the signaler's direction is in operation.

(5) Where any movement of motorized materials handling equipment that is directed by a signaler poses a risk to the safety of any person, the signaler **shall** not give the signal to move until that person is warned of, or protected from, the risk.

(6) Where the operator of any motorized materials handling equipment does not understand a signal, the operator **shall** consider that signal to be a stop signal. **Section 14.26(1) to (6).**

Previous Version

(1) Subject to subsection (2), where the use by a signaler of visual signals will not be an effective means of communication, the **employer shall** provide the signaler and the operator with a telephone, radio or other audible signaling device.

(2) No radio transmitting equipment **shall** be used in a workplace for the transmission of signals where such use may activate electric blasting equipment in that place.

(3) Where a signaling device referred to in subsection (1) functions unreliably or improperly and the operation of any motorized materials handling equipment cannot be safely directed by another means of signaling, use of the motorized materials handling equipment **shall** be discontinued until the signaling device is repaired or replaced.

(4) If an **employee** finds any defect in radio transmitting

signaling equipment that may render it unsafe for use, they **shall** report the defect to their **employer** as soon as feasible. **Section 14.27(1) to (4).**

For more information:

Traffic Control Plan Questions

- What is a traffic control plan?
- How is traffic control managed?
- What should be done when setting up a work zone?
- What type of personal protection equipment is recommended?
- What are general tips when working on or near roads?

Further details on the Canada Occupational Health and Safety Regulations and Guidance from the Canadian Centre for Occupational Health and Safety (CCOHS) can be found at justice.gc.ca and ccohs.ca.

ALBERTA

In Alberta, **employers must** protect workers from vehicle-related hazards under the [Occupational Health and Safety Code, Part 12, Section 194](#), and [Part 19, Section 259](#). **Employers must** control traffic at work sites, ensure workers on footwear high-visibility safety apparel, and provide handheld signal lights for traffic controllers in low-visibility conditions. Traffic control measures include warning signs, barriers, lane control devices, flashing lights, and pilot vehicles, as outlined in the Manual of Uniform Traffic Control Devices for Canada. **Employers must** also designate pedestrian walkways separate from powered mobile equipment or implement safe work procedures if separation is not feasible.

Part 12 – General Safety Precautions

Vehicle Traffic Control

(1) If vehicle traffic at a work site is dangerous to workers on foot, in vehicles or on equipment, an **employer must** ensure that the traffic is controlled to protect the workers.

(2) An **employer must** ensure that a worker on foot and exposed to traffic wears high-visibility safety apparel.

(3) A worker on foot and exposed to traffic **must** wear high-visibility safety apparel.

(4) If a worker is designated by an **employer** to control traffic, the **employer must** ensure that the designated traffic controller wears high-visibility safety apparel that:

(a) clearly identifies the worker as a designated traffic controller, and

(b) is retroreflective if the worker is controlling traffic in the dark or visibility is poor.

(5) A worker designated to control traffic **must** wear high-visibility safety apparel that complies with subsection (4).

(6) If a worker is designated by an **employer** to control traffic, the **employer must** ensure that the designated traffic controller uses a handheld signal light if it is dark or visibility is poor.

(7) If traffic on a public highway is dangerous to workers, an **employer must** protect the workers from the traffic using:

(a) warning signs,

(b) barriers,

(c) lane control devices,

(d) flashing lights,

(e) flares,

- (f) conspicuously identified pilot vehicles,
- (g) automatic or remote-controlled traffic control systems,
- (h) designated persons directing traffic, or
- (i) methods described in the *Manual of Uniform Traffic Control Devices for Canada* (1998), and its updates, published up to and including June 30, 2009 by the Transportation Association of Canada. **Section 194(1) to (7).**

Part 19 – Powered Mobile Equipment

Pedestrian Traffic

(1) An **employer must** ensure that, if reasonably practicable:

- (a) walkways are designated that separate pedestrian traffic from areas where powered mobile equipment is operating, and
- (b) workers use the designated walkways.

(2) If it is not reasonably practicable to use designated walkways, an **employer must** ensure that safe work procedures are used to protect workers who enter areas where powered mobile equipment is operating. **Section 259(1)(2).**

Further details on the Occupational Health and Safety Code Part 12 and Part 19 can be found at alberta.ca and alberta.ca.

BRITISH COLUMBIA

In British Columbia, **employers must** ensure effective traffic control whenever traffic poses a hazard to workers under the **Occupational Health and Safety Regulation, Part 18, Section 18.1 to 18.17.** Traffic control measures **must** comply with the Traffic Control Manual for Work on Roadways and include signs, barriers, traffic control persons (TCPs), and other devices.

Employers must train and supervise TCPs, provide high-visibility safety gear, and ensure proper placement of traffic control signs. Additional measures include dust control, managing long traffic delays, and following safety protocols for towing and recovery operations.

Part 18 – Traffic Control

General Requirements

Definitions

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. **Section 18.1.**

Responsibility

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

Standards for Traffic Control

18.3

Supervision

(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. **Section 18.4(1)(2).**

Placement of Traffic Control Signs and Devices

(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. **Section 18.5(1) to (4).**

Traffic Control Persons (TCPs)

Use of a Traffic Control Person

(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. **Section 18.6(1)(2).**

Traffic Control Person to Remain on Duty

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. **Section 18.7.**

Further details on the **Occupational Health and Safety Regulation** can be found at gov.bc.ca.

For more information:

- Location of traffic control persons. **Section 18.8.**
- Equipment For Traffic Control Persons – Operations during daytime. **Section 18.9.**
- Operations during nighttime or poor visibility. **Section 18.10.**
- Equipment maintenance. **Section 18.11.**
- Directions and Signals by Traffic Control Persons. **Sections 18.12, 18.13, and 18.14.**
- Other Requirements. **Sections 18.15, 18.16, and 18.17.**

Further details on the **EMPLOYMENT STANDARDS ACT** can be found at BClaws.gov.bc.ca.

MANITOBA

In Manitoba, **employers must** implement traffic control measures to protect workers under the [Workplace Safety and Health Act and Regulation](#), Part 20, Section 20.1 to 20.8. Employers must ensure safe work procedures, provide training and protective

gear for flagpersons, and use warning signs, barriers, and traffic control devices where vehicular traffic poses a risk. Covered walkways and fencing are required near construction sites, and signal persons **must** assist mobile equipment operators in high-risk areas.

Part 20 – Vehicular and Pedestrian Traffic – Application

This Part applies to:

(a) every workplace where there is a risk to the safety or health of a person due to the movement of vehicular traffic; or

(b) every construction project site where there is a risk to the safety or health of a person due to the proximity of pedestrian or vehicular traffic to the project site.

Section 20.1.

Safe Work Procedures: Traffic Control

(1) Whenever the movement of vehicular traffic constitutes a risk to the safety or health of a worker, an **employer must**:

(a) develop and implement safe work procedures that provide an effective means of traffic control;

(b) train workers in those safe work procedures; and

(c) ensure that workers comply with those safe work procedures. **Section 20.5(1).**

(2) Without limiting subsection (1), if vehicular traffic creates a risk to the safety or health of a worker, an **employer must** ensure that one or more of the following are used to protect the worker:

(a) warning signs;

(b) barriers;

- (c) lane control devices;
- (d) flashing lights;
- (e) flares;
- (f) conspicuously identified pilot vehicles;
- (g) automatic or remote controlled traffic control systems;
- (h) speed restrictions;
- (i) one or more workers who are designated and act as flagpersons, in accordance with section 20.6. **Section 20.5(2).**

Flagpersons

(1) No **employer shall** require or permit a worker to work as a flagperson unless the worker:

(a) holds a valid flagperson's training certificate issued by a person or organization that has been approved by the director under section 20.6.2; and

(b) has demonstrated competency in applying the training referred to in clause 20.5(1)(b) and subsection **Section 20.6(1).**

(2) to the **employer's** workplace. 20.6(2) An **employer must** ensure that a flagperson:

(a) carries his or her flagperson's training certificate at all times;

(b) is provided with:

(i) a paddle with reflective surfaces, on one side of which is written "STOP" in white letters on a red background, and on the other side is written "SLOW" in black letters on a fluorescent yellow-green background,

(ii) high visibility safety apparel that meets the Class 3 Level 2 requirements of CSA Z96-15, High Visibility Safety Apparel, and that is fluorescent yellow-green in colour,

(iii) protective headwear of a fluorescent colour, augmented during hours of darkness with a retro-reflective material or combined materials securely attached to the headwear in such a manner as to provide 360° visibility to others, and

(iv) a means of communication with any other flagperson at the workplace, when the worker does not have a clear view of that other flagperson; and

(c) in the case of a flagperson who works during hours of darkness, a fully operational flashlight fitted with a red signalling wand of sufficient brightness to be clearly visible to approaching traffic. **Section 20.6.2(2).**

(3) Except for the means of communication provided under subclause (2) (b)(iv), an **employer must** ensure that a flagperson does not use any personal electronic device, including:

(a) a portable radio, cassette player, compact disk player or recorder, mp3 player or other digital music recorder and player, that is worn on the body,

(b) a personal digital assistant or other similar handheld device, or

(c) a cellular telephone. **Section 20.6(3).**

(4) Section 6.7 does not apply to a flagperson, but the high visibility safety apparel, protective headwear and flashlight provided by an **employer** under clause (2)(b) and (c) are personal protective equipment and the obligations of the **employer** and the worker under sections 6.3 to 6.5 apply to the

apparel, headwear and flashlight. **Section 20.6(4).**

(5) The **employer must** ensure that the high visibility apparel or headwear referred to in clause (2)(b) is immediately replaced if it:

(a) is faded, torn, dirty, or otherwise rendered ineffective, or

(b) does not display a CSA certification label. **Section 20.6(5).**

Use of Warning Signs

When an **employer** posts warning signs to advise persons that a flagperson is present, the signs **must**:

(a) have reflective surfaces; and

(b) be fluorescent yellow-green in colour. **Section 20.6.1.**

For more information:

- Walkway protection required. **Section 20.2.**
- Requirements re: covered walkway. **Section 20.3.**
- **Section 20.4.**
- Training certificate for flagpersons. **Section 20.6.2(1) to (4).**
- Signal person on construction site. **Section 20.7(1)(2).**
- Reverse warnings. **Section 20.8.**

Further details on the Manitoba Workplace Safety and Health Act and Regulation can be found at gov.mb.ca.

NEW BRUNSWICK

In New Brunswick, **employers must** ensure traffic safety under the **Occupational Health and Safety Act**, **Sections 91-93, 216.02, and 262.021**. **Employers must** provide competent signallers in construction zones, equip workers with high-

visibility safety apparel (CSA Z96-15), and use reflectorized paddles for traffic control. Concrete barriers, lane control devices, and flashing lights are required for highway or bridge work. **Employers must** also implement safe pedestrian and equipment traffic procedures, such as walkways, traffic control systems, and speed limits. Adequate warning signs and barricades **must** be used to protect workers in confined spaces.

X – Construction, Traffic and Building Safety – Traffic Safety

When Signalers Required

(1) Where construction is being carried out in an area where an **employee's** safety may be endangered by vehicular traffic, an **employer shall** provide competent signalers to control the flow of traffic.

(2) An **employer shall** provide high visibility safety apparel that meets the requirements of CSA standard Z96-15 (R2020), *High-visibility safety apparel* or a standard offering equivalent or better protection to any **employee** who is exposed to a risk of injury from vehicular traffic, powered mobile equipment, industrial lift trucks or mobile cranes, and the **employee shall** wear the apparel.

(3) An **employer shall** provide and all signalers **shall** use reflectorized paddles to control the flow of traffic. **Section 91(1) to (3).**

Construction on Highway or Bridge

(1) Where construction is being carried out on a highway or bridge and an **employee's** safety may be endangered by vehicular traffic, an **employer shall** ensure that:

(a) concrete barriers or material offering equivalent protection is erected at both ends of the construction and as a divider between the traffic and the work area of the highway or bridge, and

(b) appropriate lane control devices and flashing lights or flares are used.

(2) Paragraph (1)(a) does not apply where the highway or bridge is being paved. **Section 92(1)(2).**

Material Along Excavation or Trench and Vehicular Traffic

(1) Where material is piled along the sides of any excavation or trench and interferes with the flow of vehicular traffic, an **employer shall** ensure that the material is adequately illuminated by warning lights or reflective materials.

(2) Where work is being carried out and interferes with the flow of vehicular traffic, an **employer shall** ensure that adequate warning signs are posted in both directions as indicated in the following table and at any intersection between the warning sign and the work area: **Section 93(1)(2).**

Curbing for Truck Platform Scale

Where a truck platform scale is elevated from the adjacent terrain, an **employer shall** ensure that a curbing having a minimum height of 250 mm and of sufficient design to safely guide the truck wheels onto the scale is installed and maintained on each side of the scale. **Section 93.1.**

Further details on the **Occupational Health and Safety Act** can be found at laws.gnb.ca.

For more information:

XV – Materials Handling Equipment and Personnel Carrying Equipment

- Pedestrian and equipment traffic. **Section 216.02(1) to (3).**

XVII – Confined Space

- Protection from traffic hazard Section. **021.**

Further details on the Employment Standards Act can be found at Canlii.org.

NEWFOUNDLAND & LABRADOR

In Newfoundland and Labrador, **employers must** ensure traffic safety under the [Occupational Health and Safety Regulations](#), **Sections 373-375**. **Employers must** implement effective traffic control measures, including patrol vehicles, traffic lights, barricades, cones, detours, and trained traffic control persons (TCPs). TCPs **must** be trained, positioned safely, and coordinate traffic flow to minimize delays and maximize worker protection. **Employers must** also ensure clear communication methods for TCPs and maintain visibility on dusty surfaces through suppression methods.

Part XVI – Traffic Control

Traffic Control

- (1) For the purpose of this Part, “traffic control” includes:
 - (a) patrol vehicles;
 - (b) traffic lights;
 - (c) signs ;
 - (d) barricades;
 - (e) cones ;
 - (f) detours ;
 - (g) traffic control persons; and
 - (h) other techniques and devices necessary according to the particular circumstances.
- (2) Where the movement of vehicular traffic constitutes a hazard to workers, effective traffic control **shall** be

provided.

(3) Traffic control procedures **shall** at minimum meet the requirements of the Department of Transportation and Works "Traffic Control Manual for Roadway Work Operations" or procedures established by a municipality that have been approved by the minister and all relevant specifications.

(4) Notwithstanding subsection (3), an officer may require those additional or alternate traffic control procedures and equipment that are necessary in the particular circumstances.
Section 373(1) to (4).

Traffic Control Person

(1) A traffic control person **shall** be employed:

(a) according to the criteria established by the Department of Transportation and Works "Traffic Control Specification"; or

(b) where required by an officer and where one may be necessary under the particular circumstances.

(2) A traffic control person **shall**:

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

(b) be positioned at least 25 metres away from the work area unless circumstances or space requirements, including working at or near an intersection, dictate otherwise.

(3) Where 2 or more traffic control persons are working as a team, the **employer shall** ensure that one traffic control person is responsible for traffic co-ordination and for the initiation of changes in the direction of traffic flow in order to create a cycle which results in minimum traffic delay

and maximum protection for the workers.

(4) Traffic control persons **shall** perform their duties responsibly and in accordance with the Department of Transportation and Works "Traffic Control Manual".

(5) A person **shall** not work as a traffic control person after January 1, 2011 unless the person has completed a traffic control training program prescribed by the commission. **Section 374(1) to (5).**

Traffic Control Signals

(1) An **employer shall** ensure that where traffic control persons are working as a team, methods of communication **shall** be determined and understood by personnel using them before the commencement of the flagging operations.

(2) Where traffic is diverted onto dusty surfaces, good visibility **shall** be maintained by the suppression of dust through periodic application of an approved substance. **Section 375(1)(2).**

Further details on the Occupational Health and Safety Regulations can be found at assembly.nl.ca.

NOVA SCOTIA

In Nova Scotia, **employers must** ensure temporary workplace traffic safety under the [Temporary Workplace Traffic Control Regulations](#), Sections 2 to 6 and [Workplace Health and Safety Regulations](#), Part 24, Sections 24.2 to 25.5. **Employers must** adopt and implement a Code of Practice for any work near highways, following the Temporary Workplace Traffic Control Manual or an approved alternative plan. Traffic control measures, including signs, barriers, and traffic control personnel, **must** be in place before work begins. Workers **must** wear high-visibility safety apparel (CSA Z96 standard) and use flashing lights or a red-cone flashlight when directing

traffic in low visibility conditions.

Temporary Workplace Traffic Control Regulations

Interpretation

In these regulations:

(a) **“Code of Practice”** means a Code of Practice for Temporary Workplace Traffic Control;

(b) **“Highway”** means

(i) a public highway, street, lane or road, including a bridge thereon, and

(ii) private property that is designed to be and is accessible to the general public for the operation of a motor vehicle, but does not include a private road or driveway not open to the use of the public for purposes of vehicular traffic;

(c) **“temporary workplace”** means a workplace that is

(i) located on or near a highway,

(ii) so situated or equipped as to be a potential impediment to vehicular traffic on the highway, or to make it prudent for an approaching driver to reduce the speed or to alter the path of travel of a vehicle, and

(iii) of a temporary nature, including a site of highway or utility construction or maintenance work.

Section 2(a)(b)(c).

Application

These regulations apply to a temporary workplace. **Section 3.**

Requirement for Code of Practice

(1) An **employer** or constructor **shall** ensure that no work is

conducted at a temporary workplace until the **employer** or constructor:

(a) adopts a Code of Practice;

(b) obtains written confirmation from the Director that the Code of Practice is acceptable to the Director; and

(c) communicates to persons employed at the temporary workplace that the Code of Practice is applicable to the workplace and particulars of the Code of Practice.

(2) An **employer** or constructor who adopts as a Code of Practice the latest edition of the Temporary Workplace Traffic Control Manual, as published by the Nova Scotia Department of Transportation and Communications, as amended from time to time, is deemed to have adopted a Code of Practice acceptable to the Director.

(3) The Director may accept a Code of Practice which equals or exceeds the standard of safety provided for in the Temporary Workplace Traffic Control Manual referred to in subsection (2). **Section 4(1) to (3).**

Implementation of Code of Practice

An **employer** or constructor who adopts a Code of Practice **shall** ensure that supervisors and traffic control staff present at the temporary workplace are provided with whatever information, instruction, training, supervision, facilities, and equipment is required in order to implement any part of the Code of Practice applicable to that temporary workplace. **Section 5.**

Duty to Comply with Code of Practice

An **employer** or constructor **shall**:

(a) comply with a Code of Practice adopted pursuant to these regulations; and

(b) ensure that every **employee** or self-employed person at a temporary workplace complies with the Code of Practice. **Section 6(a)(b).**

For more information:

- Temporary Workplaces on Highways – Application of Part 24. **Section 24.2.**
- Code of practice required for construction, maintenance, or utility work. **Section 24.3(1) to (3).**
- Safe-work procedure required for other work. **Section 24.4.**
- Requirements for employees on foot. **Section 24.5.**

Further details on the Temporary Workplace Traffic Control Regulations and Workplace Health and Safety Regulations can be found at canlii.org and novascotia.ca.

NORTHWEST TERRITORIES

In the Northwest Territories, **employers must** ensure worker safety from vehicular traffic under the [Occupational Health and Safety Regulations](#), Part 9, Section 139. Employers must provide high-visibility clothing and develop a written traffic control plan using signs, barriers, flashing lights, or designated signalers if other methods are inadequate. Workers **must** be trained in the traffic control plan, and it **must** be readily available on-site.

Part 9 – Safeguards, Storage, Warning Signs, and Signals

Risk from Vehicular Traffic

(1) If a worker is at risk from vehicular traffic on a highway or at any other work site, an **employer shall** ensure that the worker is provided with and required to use a high visibility vest, armlets, or other high visibility clothing.

(2) If a worker is at risk from vehicular traffic on a highway

or at any other work site, an **employer shall** develop and implement a written traffic control plan to protect the worker from traffic hazards, using one or more of the following methods of traffic control:

- (a) warning signs;
- (b) barriers;
- (c) lane control devices;
- (d) flashing lights;
- (e) flares;
- (f) conspicuously identified pilot vehicles;
- (g) automatic or remote-controlled traffic control systems;
- (h) designated signalers directing traffic.

(3) An **employer shall** ensure that:

- (a) workers are trained in the traffic control plan developed under subsection (2); and
- (b) the traffic control plan developed under subsection (2) is made readily available to workers at the work site.

(4) An **employer shall** not use designated signalers to control traffic on a highway unless those methods referred to in paragraphs (2)(a) to (g) are inadequate or unsuitable.

(5) If designated signalers are used to control traffic on a highway, an **employer shall** provide:

- (a) not less than one designated signaler if
 - (i) traffic approaches from one direction only, or
 - (ii) traffic approaches from both directions and the designated signaler and the operator of an approaching

vehicle would be clearly visible to one another; and

(b) not less than two designated signalers if traffic approaches from both directions and the designated signaler and the operator of an approaching vehicle would not be clearly visible to one another.

(6) A traffic control plan developed under subsection (2) **must** set out, if applicable,

(a) the maximum allowable speed of any vehicle or class of vehicles, including powered mobile equipment, in use at the work site;

(b) the maximum operating grades;

(c) the location and type of control signs;

(d) the route to be taken by vehicles or powered mobile equipment;

(e) the priority to be established for classes of vehicle;

(f) the location and type of barriers or restricted areas;
and

(g) the duties of workers and the **employer**.

(7) A worker who operates a vehicle or unit of powered mobile equipment at a work site and who does not have a clear view of the path to be travelled **shall** not proceed until another worker, who has a clear view of the path to be travelled by the vehicle or unit of powered mobile equipment, signals to the worker that it is safe to proceed. **Section 139(1) to (7).**

Further details on the Official Consolidation of Occupational Health and Safety Regulations can be found at canlii.org.

NUNAVUT

In Nunavut, **employers must** ensure worker safety from vehicular traffic under the **Occupational Health and Safety Regulations**, **Part 9, Section 139**. **Employers must** provide high-visibility clothing and develop a written traffic control plan using signs, barriers, flashing lights, or designated signalers if other methods are inadequate. Workers **must** be trained in the traffic control plan, and it **must** be readily available on-site.

Part 9 – Safeguards, Storage, Warning Signs, and Signals

Risk from Vehicular Traffic

(1) If a worker is at risk from vehicular traffic on a highway or at any other work site, an **employer shall** ensure that the worker is provided with and required to use a high visibility vest, armlets or other high visibility clothing.

(2) If a worker is at risk from vehicular traffic on a highway or at any other work site, an **employer shall** develop and implement a written traffic control plan to protect the worker from traffic hazards, using one or more of the following methods of traffic control:

- (a) warning signs;
- (b) barriers;
- (c) lane control devices;
- (d) flashing lights;
- (e) flares;
- (f) conspicuously identified pilot vehicles;
- (g) automatic or remote-controlled traffic control systems;
- (h) designated signalers directing traffic.

(3) An **employer shall** ensure that:

(a) workers are trained in the traffic control plan developed under subsection (2); and

(b) the traffic control plan developed under subsection (2) is made readily available to workers at the work site.

(4) An **employer shall** not use designated signalers to control traffic on a highway unless those methods referred to in paragraphs (2)(a) to (g) are inadequate or unsuitable.

(5) If designated signalers are used to control traffic on a highway, an **employer shall** provide:

(a) not less than one designated signaler if

(i) traffic approaches from one direction only, or

(ii) traffic approaches from both directions and the designated signaller and the operator of an approaching vehicle would be clearly visible to one another; and

(b) not less than two designated signalers if traffic approaches from both directions and the designated signaler and the operator of an approaching vehicle would not be clearly visible to one another.

(6) A traffic control plan developed under subsection (2) **must** set out, if applicable,

(a) the maximum allowable speed of any vehicle or class of vehicles, including powered mobile equipment, in use at the work site;

(b) the maximum operating grades;

(c) the location and type of control signs;

(d) the route to be taken by vehicles or powered mobile equipment;

- (e) the priority to be established for classes of vehicle;
- (f) the location and type of barriers or restricted areas;
and
- (g) the duties of workers and the **employer**.

(7) A worker who operates a vehicle or unit of powered mobile equipment at a work site and who does not have a clear view of the path to be travelled **shall** not proceed until another worker, who has a clear view of the path to be travelled by the vehicle or unit of powered mobile equipment, signals to the worker that it is safe to proceed. **Section 139(1) to (7).**

Further details on the Official Consolidation of Occupational Health and Safety Regulations can be found at canlii.org.

ONTARIO

In Ontario, **employers must** ensure worker safety from vehicular traffic under **0. Reg. 213/91: Construction Projects, Part II, Section 67 to 69.1**. If workers are at risk from traffic, barriers, barricades, warning signs, flashing lights, crash trucks, or other traffic control measures **must** be implemented. A written traffic protection plan **must** identify hazards and safety measures and be available on-site.

Part II – General Construction

Traffic Control

(1) In this section,

“Barricade” means a device that provides a visual indicator of the path a motorist is supposed to take;

“Barrier” means a device that provides a physical limitation through which a vehicle would not normally pass, and includes a concrete barrier;

“Mobile operation” means work, including a paving operation, that is done on a highway or the shoulder of a highway and moves along at speeds of less than 30 kilometres per hour.

(2) If a worker at a project on a highway may be endangered by vehicular traffic unrelated to the project, the project **shall** make use of as many of the following measures as is necessary to adequately protect the worker:

1. Barriers.
2. Barricades.
3. Delineators.
4. Lane control devices.
5. Warning signs.
6. Flashing lights.
7. Flares.
8. Traffic control devices.
9. Blocker trucks.
10. Crash trucks.
11. Sign trucks.
12. Speed control devices.
13. Longitudinal buffer areas.

(3) In addition to the measures listed in subsection (2) but subject to section 68, a worker may be used to direct traffic.

(4) Every **employer shall** develop in writing and implement a traffic protection plan for the **employers’** workers at a project if any of them may be exposed to a hazard from vehicular traffic.

(5) The traffic protection plan,

(a) **shall** specify the vehicular traffic hazards and the measures described in subsection (2) to be used to protect workers; and

(b) should be kept at the project and made available to an inspector or a worker on request.

(6) A worker who is required to set up or remove measures described in subsection (2) on a roadway or a shoulder of a roadway,

(a) **shall** be a competent worker;

(b) **shall** not perform any other work while setting up or removing the measures; and

(c) should be given adequate written and oral instructions, in a language that he or she understands, with respect to setting up or removing the measures.

(7) Adequate barriers **shall** be installed to protect workers at a project from vehicular traffic if the project,

(a) is on a freeway;

(b) is not a mobile operation; and

(c) is expected to require more than five days to complete.

(8), (9) Revoked:

(10) If it is not practical to install barriers as subsection (7) requires, or if the project is expected to require five days or less to complete, crash trucks **shall** be adequately positioned to protect workers.

(11) If work on the shoulder of a freeway is expected to take less than 30 minutes to complete, a vehicle with four-way flashers and a 360-degree beacon light **shall** be provided.

(12) The following measures **shall** be taken to protect a worker at a project if the project is on a freeway and involves a mobile operation:

1. An adequate number of crash trucks **shall** be adequately positioned between vehicular traffic and workers in order to adequately protect workers at the project.
2. If the operation involves intermittent stops averaging

30 minutes or less, an adequate number of barricades or delineators **shall** be adequately positioned between vehicular traffic and the worker.

3. If the operation involves intermittent stops averaging more than 30 minutes,
4. an adequate longitudinal buffer area **shall** be provided if physically possible,
5. the lane on which work is being done **shall** be adequately identified with lane closure signs and a lane closure taper, and

iii. an adequate number of barricades or delineators **shall** be adequately positioned between vehicular traffic and the work area. **Section 67(1) to (12).**

For more information:

- Requirements with signs for workers to direct traffic. **Section 68.**
- How to direct vehicular traffic that is hazardous to workers. **Section 69.**
- Workers must wear certain garments in vehicular traffic. **Section 69.1.**

Further details on the O. Reg. 213/91: CONSTRUCTION PROJECTS can be found at [ontario.ca](https://www.ontario.ca).

PRINCE EDWARD ISLAND

In Prince Edward Island, **employers must** ensure effective traffic control under [**Occupational Health and Safety Act General Regulations**](#), Part 50, Section 50.1 to 50.19. Traffic control measures, including signalers, barricades, and warning signs, **must** be in place whenever vehicle movement poses a hazard to workers. **Employers must** ensure signalers are properly trained, provided with protective equipment, and maintain visibility and radio contact if directing traffic. Regulations also specify sign placement, sight distances, and

approved traffic signaling methods.

Part 50 – Traffic Control

Definitions In this Part

(a) **“signaler”** means a person engaged in controlling traffic movements through workplaces;

(b) **“roadway”** means that portion of a highway improved, designed or ordinarily used for vehicular travel, exclusive of the shoulder unless the shoulder is paved;

(c) **“traffic control”** includes patrol vehicles, traffic lights, signs, barricades, cones, detours, signalers, or other techniques and devices made necessary by the prevailing circumstances. **Section 50.1.**

Employer Responsibilities

The **employer shall** ensure:

(a) that effective means of traffic control are provided whenever the unregulated movement of vehicular traffic constitutes a hazard to workers;

(b) that control devices are put into operation prior to the commencement of operations and **shall** be removed when the need for such protection has terminated. **Section 50.2.**

Idem

The **employer shall** ensure signalers are employed:

(a) when construction work is being carried out in areas where worker safety is endangered by vehicle traffic;

(b) where the roadway is normally a two-way operation and traffic is restricted to one-way traffic movement;

(c) where any activity or obstruction exists on the

shoulder or a portion of the roadway, which does not allow for the following clearances:

- (i) 3 m per traffic lane for speeds up to 50 km/hr.,
 - (ii) 3.5 m per traffic lane for speeds over 50 km/hr.
- Section 50.3.**

Qualifications

The **employer shall** ensure that signalers:

- (a) are competent persons over the age of sixteen years who have been trained in, and have demonstrated an adequate knowledge of traffic control and signaling procedures;
- (b) have such training as the Director may require;
- (c) have a thorough knowledge of the regulations contained in this Part;
- (d) are in good physical and mental condition;
- (e) have adequate eyesight and hearing to carry out their duties;
- (f) hold a certificate of training and **shall** produce proof of training at the request of an officer. **Section 50.4.**

Use of Workers as Signalers

The use of a worker as a signaler if the worker does not possess the qualifications specified in Section 50.4 **shall** be deemed to constitute failure to use a signaler. **Section 50.5.**

Equipment

The **employer shall** ensure that a signaler is equipped with such protective health and safety equipment and clothing as is required to ensure the health and safety of the signaler at the signaler's workplace, including any required safety

footwear, hard hat, safety vest, eye protection, and rain wear. **Section 50.6.**

Use of Equipment

The signaler **shall** wear such protective health and safety equipment and clothing as is required to ensure the health and safety of the signaler at the signaler's workplace. **Section 50.7.**

Head Set Receivers

(3) The **employer shall** ensure that signalers do not use head set receivers or other devices which may impair sight or hearing while signaling.

(4) A signaler **shall** not use head set receivers or other devices which may impair sight or hearing while signaling. **Section 50.8(3)(4).**

Sign

The **employer shall** provide signalers with a signaler's sign, octagonal in shape and mounted on a 1.7 m handle. **Section 50.9.**

Reflectors

The **employer shall** ensure that, when signaling operations are required during the hours of darkness or conditions of poor visibility, all safety devices **shall** be reflectorized. **Section 50.10.**

For more information:

- **Section 50.11.**
- **Section 50.12.**
- **Section 50.13.**
- Radio contact. **Section 50.14.**
- Approved modes of signaling. **Section 50.15.**

- Continuous duty. **Section 50.16.**
- Signs posted. **Section 50.17.**
- **Section 50.18.**
- **Section 50.19.**

Further details on the Occupational Health and Safety Act General Regulations can be found at princeedwardisland.ca.

QUÉBEC

In Québec, under the [Act Respecting Occupational Health and Safety](#), **Section 49**, workers **must** take necessary measures to ensure their health and safety, which includes adhering to traffic control protocols in work zones. Workers **must** also participate in risk identification, comply with medical examinations, and cooperate with safety committees. Additionally, impaired workers are prohibited from performing duties that may pose a risk.

A worker **must**:

- (1) become familiar with the prevention program applicable to them;
- (2) take the necessary measures to ensure his health, safety or physical or mental wellbeing;
- (3) see that he does not endanger the health, safety or physical or mental well-being of other persons at or near his workplace;
- (4) undergo the medical examinations required by this Act and the regulations;
- (5) participate in the identification and elimination of risks of work accidents or occupational diseases at his workplace;
- (6) cooperate with the health and safety committee and, where such is the case, with the job-site committee and with any

person responsible for the application of this Act and the regulations. **Section 49(1) to (6).**

A worker **must** not perform his work if his condition represents a risk to his health, safety or physical or mental well-being or that of other persons at or near the workplace by reason, in particular, of his being impaired by alcohol, drugs, including cannabis, or any similar substance.

On a construction site, the condition of a worker who is impaired by alcohol, drugs, including cannabis, or any similar substance, represents a risk for the purposes of the first paragraph. **Section 49.1.**

Further details on the Act Respecting Occupational Health and Safety can be found at gouv.qc.ca.

SASKATCHEWAN

In Saskatchewan, under [Occupational Health and Safety Regulations](#), **Part 9, Section 22**, employers and contractors **must** protect workers from vehicular traffic hazards by implementing a written traffic control plan, which may include warning signs, barriers, lane control devices, flashing lights, flares, pilot vehicles, remote-controlled systems, or designated signalers. Workers **must** be trained in the plan, and high-visibility clothing is mandatory.

Part 9 – Safeguards, Storage, Warning Signs, and Signal

Risk from Vehicular Traffic

(1) An **employer** or contractor **shall** ensure that a worker who is at risk from vehicular traffic, whether on a public highway or at any other place of employment, is provided with and required to use a high visibility vest, armlets or other high visibility clothing.

(2) If there is a danger to a worker from vehicular traffic on

a public highway, an **employer** or contractor **shall** develop and implement a traffic control plan, in writing, to protect the worker from traffic hazards by the use of 1 or more of the following:

- (a) warning signs;
- (b) barriers;
- (c) lane control devices;
- (d) flashing lights;
- (e) flares;
- (f) conspicuously identified pilot vehicles;
- (g) automatic or remote-controlled traffic control systems;
- (h) designated signalers directing traffic.

(3) An **employer** or contractor **shall** ensure that:

- (a) workers are trained in the traffic control plan developed pursuant to subsection (2); and
- (b) the traffic control plan developed pursuant to subsection (2) is made readily available for reference by workers at the place of employment.

(4) An **employer** or contractor **shall** use designated signalers to control traffic on a public highway only if other methods of traffic control are not adequate or suitable

(5) If designated signalers are used to control traffic on a public highway, an **employer** or contractor **shall** provide:

- (a) at least 1 designated signaler if:
 - (i) traffic approaches from 1 direction only; or
 - (ii) traffic approaches from both directions and the

designated signaller and the operator of an approaching vehicle would be clearly visible to one another; and

(b) at least 2 designated signalers if traffic approaches from both directions and the designated signaler and the operator of an approaching vehicle would not be clearly visible to one another.

(6) If there is or may be a hazard to a worker from traffic at a place of employment other than a public highway, an **employer** or contractor **shall** develop and implement a traffic control plan to protect the worker from traffic hazards.

(7) A traffic control plan required by subsection (6) **must**:

(a) be in writing;

(b) be made readily available for reference by workers at the place of employment; and

(c) set out, if appropriate:

(i) the maximum allowable speed of any vehicle or class of vehicles, including powered mobile equipment, in use at the place of employment;

(ii) the maximum operating grades;

(iii) the location and type of control signs;

(iv) the route to be taken by vehicles or powered mobile equipment;

(v) the priority to be established for classes of vehicle;

(vi) the location and type of barriers or restricted areas; and

(vii) the duties of workers and the **employer** or contractor.

(8) A worker who operates a vehicle or unit of powered mobile equipment at a place of employment and who does not have a clear view of the path to be travelled **shall** not proceed until a person who has a clear view of the path to be travelled by the vehicle or unit of powered mobile equipment signals to the worker that it is safe to proceed.

(9) If a provision of this section conflicts with a provision of The Highways and Transportation Act, 1997, The Traffic Safety Act, a regulation made pursuant to any of those Acts or a bylaw of a municipality made pursuant to The Cities Act, The Municipalities Act or The Northern Municipalities Act, 2010, the provision of the other statute, regulation or bylaw prevails.

(10) Nothing in this section applies to a peace officer in the performance of the peace officer's duties. **Section 9-22(1) to (10).**

Further details on the Occupational Health and Safety Regulations can be found at saskatchewan.ca.

YUKON

In Yukon, under the [Workplace Health and Safety Regulations](#), **employers must** ensure worker and public safety near construction sites and vehicular traffic. [Part 1, Section 46 mandates](#) covered walkways and barricades when work is near public ways. [Part 6, Sections 38-39](#) require operators of mobile equipment with obstructed views to take precautions, such as using signalers, traffic control systems, or designated walkways to separate pedestrian and equipment traffic. **Employers must** also enforce safe procedures and controls, including speed limits and traffic acknowledgment protocols in hazardous areas.

Public Way

(1) Before the construction, alteration, repair, dismantling or demolition of a building begins within 2 m (6.5 ft.) of a public way, a covered way **shall** be constructed over that part of the public way immediately adjacent to the building.

Covered Public Way

(2) Where a covered way is required under subsection (1), it **shall**:

- (a) have a clear height of not less than 2.5 m (8 ft.),
- (b) have a clear width of not less than 1.5 m (5 ft.) or where it is over a sidewalk that is less than 1.5 m (5 ft.) a width equal to the width of the sidewalk,
- (c) be capable of supporting any load likely to be applied to it, but in no case less than 2.4 kN per sq. m (50 lbs. per sq. ft.) on the roof,
- (d) have a weather-tight roof sloped toward the project,
- (e) be totally enclosed on the project side with a structure having a reasonably smooth surface facing the public way,
- (f) have a railing 1.07 m (42 in.) in height on the street side where the covered way is supported by posts on the street side, and
- (g) be adequately lighted.

Fencing, Barricades, and Restricted Access

(3) When a project of the kind described in subsection (1) may constitute a hazard to the public and is located 2 m (6.5 ft.) or more from a public way, a strongly constructed fence, boarding or barricade not less than 1.8 m (6 ft.) in height **shall** be erected between the project and the public way.

(4) Barricades **shall** have a reasonably smooth surface facing the public way and be free of openings, except those required for access.

(5) Access openings through barricades **shall** be equipped with gates that **shall** be kept closed and locked when the project is unattended and **shall** be maintained in place until completion of the project.

(6) Where any special hazard exists from which it is not possible to protect the public by other means, workers **shall** be employed to prevent the public from entering the danger zone at any time of the day or night.

(7) When work on a construction site is suspended or discontinued, the hazardous parts of the construction site **shall** be protected by:

(a) covering all windows, doors and other openings located within 3 m (10 ft.) of the ground with a securely fastened barricade, or

(b) constructing a fence or barricade according to the requirements of subsections (3), (4) and (5).

Public Protection on Roads

(8) Where a project is on or adjacent to a public way, all machinery, equipment and material that might be a hazard to vehicular or pedestrian traffic **shall** be marked by flashing devices.

(9) Where a public way or public property **must** be used to carry out works of short duration, public access **shall** be restricted or controlled by barriers or workers to direct traffic.

(10) Warning lights **shall** be installed on or adjacent to all barriers during darkness or when visibility is poor. **Section 1.46(1) to (10).**

Separate Traffic

(1) Designated walkways **shall** be used to separate pedestrian traffic from areas of operation of mobile equipment.

Safe Procedures and Controls

(2) Where it is not practicable to provide designated walkways, adequate safe work procedures to minimize the possibility of collision **shall** be used in hazardous work areas, including:

- (a) the use of a traffic control system,
- (b) enforcement of speed limits for mobile equipment,
- (c) a requirement for the pedestrian and the mobile equipment operator to acknowledge each other's presence before the pedestrian proceeds through the hazardous area, or
- (d) other effective means.

Forklifts

(3) In areas where lift truck use is separated from pedestrian traffic, a lift truck **shall** only travel forward with an elevated load if such an operation will improve the operator's view of the path of travel, provided that operating conditions are maintained to ensure vehicle stability and the specifications of the equipment manufacturer are not compromised. **Section 6.39(1) to (3).**

For more information:

- Obstructed View. **Section 6.38.**

Further details on the Occupational Health and Safety Regulations and Workers' Safety and Compensation Act can be found at wcb.yk.ca and wcb.yk.ca.