

A Review of Practical Child Restraint Fitting Schemes



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Acknowledgement

RoSPA would like to thank all the organisations who provided information for this report together with all those who responded to the consultation.

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■ ■ ■ Introduction ■ ■ ■

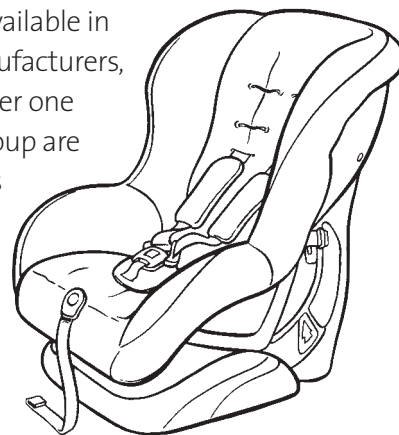
The aim of this project was to review schemes and initiatives providing practical advice and help for members of the public about choosing and fitting child restraints. This project has not examined advice available via websites, leaflets or other educational or publicity material.

In 2001, 14,415 children aged 15 years and under were injured whilst travelling in a car. 4,885 were front seat occupants and 9,530 were rear seat passengers. This included 75 children killed and 938 seriously injured. Year on year the figures are reducing but the Government has set a target that by 2010 there will be a 50% reduction, compared with the average for 1994-98, in the number of children killed or seriously injured in crashes on our roads.

The proper use of child car restraints would prevent many of these casualties and would reduce the severity of the injury sustained in others. The law on using child car restraints is summarised at Appendix 1. To be effective, child restraints must be fitted and used correctly. Numerous surveys have revealed that on average, two-thirds of child restraints are not fitted correctly. These figures are corroborated by the responses we have received to this review.

There are a number of reasons why child car restraints are not fitted correctly:

- There is an enormous range of different child restraints available in the UK. A brief survey by RoSPA in 2000 of the major manufacturers, suppliers and retailers of child restraints identified well over one hundred different models. Although seats in the same group are broadly fitted in the same way, there are slight differences in fitting.
- The shape and size of vehicle seats and positioning of seat belt anchorage points varies considerably between different manufacturers and different models. This affects how well a child restraint will fit into the seat. Seatbelt lengths differ between models and many have airbags which will affect where the child restraint can be positioned within the vehicle.
- Most child restraints are secured using the adult seatbelt and this causes difficulties. Routing the belt can be complicated, particularly with forward facing restraints, when it is difficult to see where the belt should go and decide where the belt should be 'locked off'. Parents will be trying to fit them in a limited space, where access is restricted.
- The instructions provided with the seat can be unclear. In 2001, RoSPA conducted a review of child restraint fitting instructions and found a wide variety in their quality. Some were clear and well-written with helpful illustrations, others were poor in these respects. The problem of fitting child seats was recognised in the Government's Road Safety Strategy, with fitting instructions described as 'puzzling' to many¹.



¹ Para 2.14: Tomorrow's Roads – Safer for Everyone: 2000.

■ ■ ■ Introduction ■ ■ ■

- People are unable or unwilling to follow the instructions. Even with clear instructions, many people find it difficult to fit child restraints properly. In RoSPA's previous review, adults were observed fitting restraints using the instructions. Despite carefully considering and following clear written instructions with illustrations, members of the public still failed to fit the seat properly.
- People do not adequately check the fitting of the restraint or adequately tighten the harness each time it is used.

There are two main solutions to these problems:

ISOFIX

This is a new standard which is being adopted by vehicle manufacturers and is intended to make fitting child restraints quick and simple. ISOFIX stands for 'International Standards Organisation FIX' and works by vehicles and restraints having corresponding fitting points built into them so that they can be 'plugged' into each other, ensuring a firm fit without the use of the seatbelt. Unfortunately it is taking a long time for the technical details of the ISOFIX standard to be finalised.

In 2000 the Government confirmed their commitment to the ISOFIX system and hoped such standardised attachment would make fitting easier². Three years later the ISOFIX system is still not universally accepted by car manufacturers and type-approval still has to be sought for each make and model of car. Currently there is only one UK manufacturer supplying one ISOFIX style seat and this is in the group 1 range only.

Practical help from a trained fitter is invaluable in ensuring that the child restraint is suitable for the vehicle (or vehicles) in which it is to be used, that it is fitted correctly and is as secure as possible. It is also important that parents are shown how to fit the seat themselves so that it can be re-fitted correctly each time it is moved. The instructions can be explained to parents and the importance of retaining the instructions emphasised. If all parents purchasing a child restraint received this advice at the time of purchase, many of the fitting mistakes would be eliminated and not continually repeated. Many retailers of child restraints do not offer this advice at the time of purchase often because they have not been trained to do so and therefore do not have the necessary competence, leaving parents to find assistance from elsewhere.

This report examines the schemes available to parents to obtain practical help.

² Para 2.14: Tomorrow's Roads – Safer for Everyone: 2000.

■ ■ ■ Methodology for review ■ ■ ■

Questionnaire survey

A number of organisations were contacted for details of schemes that they are or were involved with or of which they had knowledge. Particular emphasis was placed on practical schemes where members of the public could get 'physical' help with fitting a child restraint. Each organisation was sent a questionnaire to complete, a copy of which appears at Appendix 2. The following organisations were contacted:

222 Road Safety Units in Great Britain and Northern Ireland

208 Trading Standards Offices in Great Britain and Northern Ireland

172 Health Promotion Units in Great Britain

62 Fire Services in Great Britain

23 Manufacturers and Retailers of child restraints in Great Britain.

Public survey

During April, May and June 2003 a questionnaire was posted on both the main RoSPA website and RoSPA's child car seats website (www.childcarseats.org.uk) for visitors to complete. A copy of the questionnaire appears at Appendix 3. In early June 2003 this was accompanied by a national press release, a copy of which is included at Appendix 4.

Internet search

A comprehensive search of the internet was conducted over several months to find details of national and international practical schemes.

Other

The questionnaire at Appendix 2 was emailed to several overseas road safety organisations. Organisations that were known to have had some involvement with child restraints, for example the Child Accident Prevention Trust (CAPT), were contacted.

A visit was made to the In-Car Safety Centre at Milton Keynes. The Mother and Baby Magazine Travel Safe Campaign was observed in action at Halfords in Stratford upon Avon.

RoSPA was directly involved with a national fitting and checking scheme organised by Procter & Gamble UK and this was observed at several locations in the Midlands. RoSPA staff also carried out checks in the Birmingham area in conjunction with the Birmingham Trading Standards Service in 2002 and 2003.

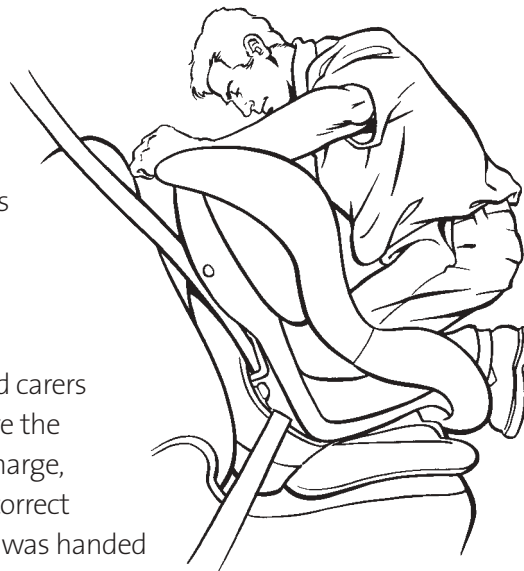
The responses received from road safety units in connection with establishing RoSPA's car seats website (www.childcarseats.org.uk) were analysed to reveal how many units offer a checking service or provide details of local outlets that will check and fit seats.

■ ■ ■ National schemes ■ ■ ■

Fit Safe Sit Safe

This is a scheme run by some local authorities in conjunction with the Retail Motor Industry Federation (RMIF). Local garages who belong to the RMIF have trained child car seat fitters and checkers to whom road safety officers can refer members of the public.

The scheme was devised by the road safety unit of Cheshire County Council to ensure that parents and carers had ready access to centres with trained staff where the fitting of child restraints could be checked free of charge, advice provided and simple adjustments made to correct problems. In 1995 the management of the scheme was handed over to the Child Accident Prevention Trust (CAPT) which ran the scheme in conjunction with the road safety officers associations (LARSOA and ALBRSO).



Local authority road safety units recruited garages belonging to the RMIF who were prepared to ensure members of staff were trained to fit and check restraints. The garages received display material and training notes for reference. CAPT provided national publicity for the scheme, co-ordinated training and maintained stocks of resources. CAPT's involvement ended when funding from the Department for Transport ceased; this also coincided with staff changes at the RMIF which made recruitment of garages more difficult.

Some road safety units continue to administer the scheme whilst others do not, largely because they have found it difficult to maintain a sufficient number of garages with trained fitters to participate. The scheme is not centrally managed and information about which road safety units and garages are involved across the country is only available locally. Other road safety units have developed their own local version of the scheme. See further details below.

Mother & Baby Magazine

Since 1997, Mother & Baby magazine has been running a campaign to promote awareness of the importance of fitting child car seats correctly. They have teamed up with various retail and car seat manufacturing partners. For the past two years the magazine has worked in association with Halfords and child seat manufacturer, Graco. Road shows have been established, visiting Halfords stores around the country offering a checking and fitting service. In 2002, 14 venues were visited during July, August and September. In 2003 over 1000 seats were checked at 14 venues throughout the country during May, June and July. During the roadshow trained fitters offered to check any child seat, not just those sold at Halfords.

■ ■ ■ National schemes ■ ■ ■

In addition to checking seats, a survey of parents was conducted in 2002 which revealed that 82% of parents believed that if the seat they had fitted was checked it would be correct. In fact the physical checks revealed the contrary, about 80% of the seats had some fault with the fitting. Half of the parents who responded indicated that they were not sure that they were using the right restraint for their child and vehicle. Mother & Baby magazine has given extensive coverage of their campaign in the magazine, as well as offering practical written advice.

GMTV

In February 2001, GMTV, Think! Road Safety, Britax and Safeway collaborated to highlight the concerns about ill-fitting child restraints. Britax experts checked over 1,000 child car seats in 10 Safeway car parks across the UK. GMTV gave extensive publicity to the event and reported on the checks each day during a week long feature.

The DfT conducted quantitative research which revealed that 54% of people and 59% of parents of children aged 0-4 years were aware of the publicity regarding child car seats during the week of advertising.

The scheme was repeated in 2002. In 2003, GMTV, Britax, Asda and Mothercare World continued to work together to provide a further five days of checks during April, with two venues each day, one northern and one southern. GMTV broadcast live from the events as well as filming at the Britax factory in Andover to show what can happen to an unrestrained child in a crash.

Each year details of each child seat installation were recorded and used to monitor changes in the public's ability to install seats correctly. In 2001, only 25% of seats were correctly fitted, by 2003 this figure has risen to 30%. Although fewer child seats checked required minor adjustments in 2003 than 2001, the number requiring major adjustments has remained steady at 20% each year. In 2003, 15% of seats checked were found to be incompatible with the cars in which they were fitted, a slight reduction on previous years.

In-car Child Safety Initiative

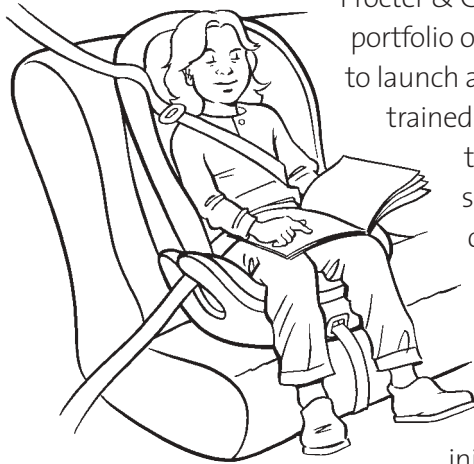
This is the largest in-car child safety partnership launched in Scotland. A consortium of public and private sector organisations, including the Association of Chief Police Officers Scotland, the Scottish Road Safety Campaign, the Arnold Clark Group, RoSPA, local authorities and police forces.

The scheme began in 2002 when around 2,000 child seats were checked during a four week period across Scotland. 40% of these were not fitted correctly. 10,000 Good Seat Guides were published, giving parents details of what to look for when purchasing a seat. The results in 2002 showed that 86% of parents purchased their seat from a retailer, but only 29% of retailers checked that the seat fitted the vehicle and the child.

■ ■ ■ National schemes ■ ■ ■

The scheme has been extended in 2003 to include a 'Good Egg Charter' which child restraint retailers can sign up to and by which they guarantee to provide a trained member of staff, to check the weight and height of the child, ensure that the restraint fits the customer's car as well as the child and give advice on fitting. Thirty-three retailers have joined the charter and their details, together with venues for seat checks across Scotland, are given on a dedicated website, www.protectchild.co.uk. In 2003, seat checks are being offered at almost 40 venues during a four week period. 'Good Egg Guides' are also available free of charge from the Scottish Road Safety Campaign.

Procter & Gamble UK



Procter & Gamble UK, who include Pampers® nappies in their portfolio of products, teamed up with Britax and RoSPA in 2002 to launch a national roadshow called 'Fit-Stop'. Using Britax trained staff, parents were offered the opportunity to have their seat checked free of charge, at over 90 supermarket locations throughout the country. The coverage was reasonably comprehensive with teams covering the north, the midlands and the south over a seven week period during August and September. One team also visited the Republic of Ireland.

Over 4,000 child car seats were checked during the initiative: on average 29% were correctly fitted, 55% needed some adjustment, just under half of which were major adjustments. 13% of seats checked were incompatible with the vehicle in which they were installed and 3% of parents were advised to discontinue the use of their child seat immediately.

The initiative was repeated in August 2003.

Mothercare

Mothercare frequently offers venues for some of the national campaigns mentioned here as well as local initiatives set up by road safety units and others. In addition, Mothercare advertises that they have in-store car seat advisers who can demonstrate how to fit a car seat properly using a car seat demonstration unit. In some stores, where there is the facility to do so, the advisers will fit the seat in the client's car. This service is only offered on new seats bought from Mothercare and is purely a fitting service, not a checking service.

■ ■ ■ National schemes ■ ■ ■

Halfords

Halfords offer to fit and give advice to parents about the seats which Halfords sell. They offer to fit any of the accessories that they sell, for example roof bars or dog guards, but customers have to pay for this service. The child seat fitting service is offered free of charge. Halfords frequently offer venues for some of the national campaigns as well as local initiatives.

Britax

In addition to the national campaigns in which Britax has collaborated (GMTV, Think! Road Safety, Procter & Gamble UK), the manufacturer also advertises their own In-Car Safety Events. The dates, times and locations of these events which occur regularly nationwide are posted on the Britax website (www.britax.co.uk). Often they are organised at the request of local road safety units who use the Britax trained staff to conduct the actual checks.

Britax also offers a one-day training course to retailers and other professionals (road safety officers, health professionals) about fitting their range of seats.

The Britax website includes a Fit-Finder section in which the public can enter details of their car and the Britax seat they are considering, to find out before they buy the seat whether it will fit their car and in which seat position it fits best.

Local schemes

Road safety units

Fifty Road Safety Units replied to the questionnaire survey (approx 23%), which was a disappointing response. However coupled with 133 road safety units who had previously provided details of their advice and practical help for RoSPA's child car seats website, a reasonably robust national picture was established. Six road safety units responded to say that they do not provide advice about child restraints and refer callers elsewhere. The reasons given included:

- Concerns about liability
- Insufficient staff
- Difficulty of obtaining training
- Difficulty of maintaining up to date knowledge

It is possible that those road safety units that did not respond do not offer advice and assistance about child restraints.

The road safety units offer a range of different schemes:

Check days

Thirty-six of the respondents offer safety check days, often at local supermarkets and frequently in conjunction with national retailers (often Halfords and/or Mothercare), child seat manufacturers and other professionals (trading standards officers, health visitors and the police). Some road safety units conduct seat check days on an annual basis, often to coincide with child safety week, others offer checks two or three times a year. One unit (LB Havering) has been running checks once per month at Mothercare World for the last four years.

Of the 133 road safety units whose details feature in the search facility of RoSPA's child car seats website (www.childcarseats.org.uk), 95 run check days.

Organising and staffing check days is resource intensive, so the London Boroughs of Barking & Dagenham, Redbridge and Newham joined forces in 2001 to offer a couple of check days at local Halfords stores. This also included a 'try before you buy' facility using the child restraints sold by Halfords. The initiative was repeated in 2002.

Road safety units in the North West have also collaborated on an education initiative about child restraints and seatbelts which included check days at local supermarkets. The Local Authorities Road Safety Officers Association North West Group established a strategy group with representatives from the police, a local college and the health care sector to launch 'Teddy Takes a Tumble'. This is the tale of a boy who fails to put his teddy in a seatbelt and sees the bear thrown against the windscreen when the car brakes suddenly. The story was developed by students at a Lancashire College and is available, along with other resources, to purchase³. Road safety units across the region launched the scheme in 2002 with checks at hospitals, shopping centres and school visits.

³ Contact julia.windeler@halton-borough.gov.uk

Local schemes

Advice to other professionals

Eight of the respondents organise advice sessions and meetings for other professionals, such as social services staff (including foster carers) and health visitors. Seven units attend ante/post natal classes in their local area to give advice and assistance to expectant and new parents.

Try before you buy schemes

Five road safety units offer a 'try before you buy' scheme. Kent road safety unit relies on a local retailer to offer this service. The LB of Bromley road safety unit has a dedicated centre which has been open for six years, where parents can have their seats checked and can also try a selection of seats in their vehicle before they commit to purchase one. The LB of Enfield road safety unit also has a dedicated in-car safety advice centre. Bristol City Council road safety unit operates a scheme from a centre in a multi storey car park. Such schemes are reasonably labour intensive and rely on child seat manufacturers being prepared to supply, for little or no cost, new models of seats on a frequent basis.

Cardiff and the Vale of Glamorgan road safety units run the 'Smart Fitter' scheme in partnership with the local trading standards office. This enables members of the public to try before they buy and is supported by local retailers who have trained staff to help parents choose the right seat for their child and car and show parents the correct way to fit the seat. There is a bilingual leaflet which accompanies the scheme and details the retailers involved.

Direct seat checks

Of those responding to the survey, five road safety units offer to fit and check seats themselves upon request. 60 of the 133 road safety units whose details feature in the search facility of RoSPA's child car seats website offer to fit and check seats upon request.

Fit Safe Sit Safe and similar schemes

Ten road safety units mentioned the Fit Safe Sit Safe Scheme in their response. Four of those units were no longer involved in the scheme. Two indicated that they had experienced difficulties with ensuring that the local garages maintained trained fitters, due to a large turnover in staff. Following a change in location and the discontinuance of training for the garages, the LB of Barnet no longer runs the scheme and refers enquirers to the LB of Enfield's in-car safety centre.

A former road safety manager recalled that the scheme was well supported by local garages in the area but that despite much publicity, members of the public did not use the service very much.

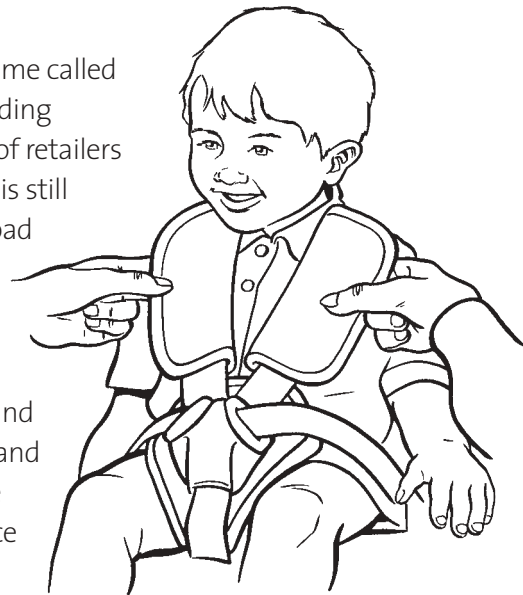
Local schemes

The LB of Sutton road safety unit had a disappointing experience. It approached 20 garages in the Borough to become involved in the scheme. All attended a civic lunch arranged to launch the scheme but then none signed up to undertake checks. This has resulted in the Sutton road safety unit referring enquirers to their neighbouring Borough of Croydon. Croydon no longer has garages which offer this service but the road safety unit deals with enquiries on a personal one to one basis.

Several of the remaining six road safety units who still operate the Fit Safe Sit Safe scheme indicated that only a small number of garages in their area were still part of the initiative and there were concerns about re-training the staff involved.

Four road safety units have developed their own scheme, often similar to the original Fit Safe Sit Safe initiative.

Bristol City Council road safety unit operates a scheme called 'Fit Right Sit Tight', in conjunction with the local trading standards office, through which it provides details of retailers who are trained to fit and check seats. The scheme is still widely supported by retailers and others and the road safety unit continues to organise regular training sessions for those involved in the scheme and those wishing to join.



'Seatwise' is an initiative developed by road safety and trading standards officers in the LBs of Southwark and Greenwich. The purpose of the scheme is to enable the public to receive free fitting, checking and advice from any member of the scheme (currently local retailers) or from road safety or trading standards officers who are trained to do this work. The training is updated to ensure that there are always at least two members of the team able to conduct checks.

Oxfordshire County Council road safety unit operates the 'Sitting Tight' scheme which devolved from the 'Fit Safe Sit Safe' scheme when it was found that too few garages were members of the Retail Motor Industry Federation. In 2001 the scheme was extended to other interested parties and the number of outlets willing to conduct checks increased fourfold. There are currently about 20 garages and retail outlets throughout the county who will offer free checks on an appointment basis. In return the road safety unit (RSU) provides training for staff plus on-going re-training and support when requested. The RSU also produces publicity materials to circulate to health centres, midwives, hospitals, libraries and other public buildings. The road safety officers have also trained health professionals, police officers and fire fighters to fit and check seats.

Local schemes

Loan schemes

Cardiff RSU also operates a free baby seat loan scheme for parents travelling home by car with their baby when they first leave hospital.

Solihull road safety unit indicated that they used to operate a child seat loan scheme in conjunction with a local hospital. The Road Safety Unit supplied the hospital with a couple of infant carriers which were then loaned to parents to transport their child home. It was necessary to replace seats that were not returned and as more and more parents obtained their own seats, the hospital's interest in continuing the scheme foundered and the loan system ended.

Trading Standards Offices

11% of Trading Standards Offices replied to the questionnaire survey. RoSPA was already aware of the work that Birmingham Trading Standards Department undertake and details were also obtained from the internet of the work of the Trading Standards Offices in the London Boroughs of Southwark and Greenwich with regard to checking child restraints.

Check days

The majority (19) of Trading Standards Offices who responded to the survey are conducting or have conducted child restraint checking days, usually at local supermarkets. Most of those organise initiatives each year, some repeat the checks a couple of times during the year, others run the checks for a couple of days once a year. Two Trading Standards Offices had conducted checks in the past but these had not been repeated, although one indicated that they hoped to run a further initiative sometime in the future.

Nine of the respondents confirmed that they work in conjunction with their local road safety unit in offering check days and also collaborate with other partners on the initiatives. These include the AA, Mothercare, the Police, Halfords, Britax and local supermarkets.

Cumbria Trading Standards Office was involved in a countywide child safety event for four days in the summer of 2000. Seat testing and checking were conducted with the local road safety unit, Klippan child seat manufacturer and Halfords, using four local supermarkets as venues. The office indicated that it hoped to repeat the event, in a slightly different format, sometime in the future. However, the feedback received from Cumbria road safety unit confirms that it no longer offers advice or assistance about child restraints and refers callers elsewhere.

Birmingham Trading Standards Office organised supermarket seat check days during child safety week in 2002. RoSPA provided trained staff check seats at five locations around the City. The initiative was repeated in 2003.

Local schemes

Fitting schemes

Four Trading Standards Offices were involved in fitting schemes similar to the original 'Fit Safe Sit Safe' scheme. The offices at Cardiff and Glamorgan support the 'Smartfitter' scheme (referred to above) with the road safety unit training retailers to provide a free service for the public. The Vale of Glamorgan Trading Standards Office also runs checking days twice per year.

The Trading Standards Services of Caerphilly County Borough and Cardiff County Councils have together prepared a toolkit (available as a CD-Rom) for local authorities sharing experience and good practice about child car seat safety events. The toolkit takes the user through the planning and staging of a checking event and also demonstrates how the 'Smart Fitter' scheme can be operated, thereby encouraging the roll-out of the scheme.

Bristol Trading Standards Office supports the 'Fit Right Sit Tight' scheme with the road safety unit (details above) and also conducts about five seat inspection days per year. The London Boroughs of Southwark and Greenwich Trading Standards Offices run the 'Seatwise' scheme with their local road safety units, which is described above.

Health Promotion Units

Only four units responded to the survey. Three units had been involved in checking days, one with trading standards, one with Mothercare and one with its local road safety unit, all of which appear to be one-off events.

One Health Promotion Unit organised an infant car seat loan scheme, which, via local maternity units offered parents a seat to use. Seats were cleaned and checked before re-issue and parents were charged a basic hire charge, unless they were in receipt of welfare benefits in which case they were exempt. Educational literature about child restraints was also given to parents with the seat. The scheme ended in 1999. Although it was popular with parents, the administration of the scheme proved difficult and ensuring that seats were returned after the loan period was problematic despite a system of reminder and recall letters.

The Fire Service

Just two fire services responded to the survey although details of the involvement of a third service in checking child seats was provided by their local road safety officer. The lack of response may reflect other priorities for the fire service at the time of the survey which was conducted during an industrial dispute.

In Cornwall, the fire service used child safety week in 2002 to conduct car seat fitting checks in conjunction with the council's road safety unit, Devon and Cornwall police and Halfords. The fire service, along with the same partners, also ran an event on Father's Day, at the start of child safety week, which invited fathers (and mothers and carers) to attend a local superstore to gain advice and information and watch a demonstration of how to correctly fit a restraint.

Local schemes

Road safety officers in Oxfordshire were able to expand their 'Sitting Tight' scheme, referred to above, by training 71 fire fighters throughout the stations in the county to check seats. The fire and rescue service have been proactive in this work and regularly (about twice a month) visit a large local supermarket car park and offer assistance to parents. This also offers an opportunity to talk about fire safety and distribute relevant educational material.

In Gloucestershire the fire service has collaborated with the Gloucestershire Accident Action Group to address the problems presented by poorly or incorrectly fitted child seats. In 1998 road safety and police officers identified that 80% of seats checked were either not fitted correctly or were being improperly used.

Recognition of these problems led the Accident Action Group to train health visitors to provide information on the correct use of child seats, however this did not include seat checking or fitting. Gloucestershire Fire and Rescue Service then became involved to meet the need for installation and checking. Originally 14 fire fighters, followed by a second group including trading standards officers and police officers, attended a comprehensive course on in-car safety, led by a nationally recognised trainer. This was the first scheme of its kind in the country to train fire fighters on in-car safety for children.

Requests for assistance are received at the Fire Service headquarters, details are then passed to the nearest trained person to the client who then arranges for the enquirer to visit the fire station. Fire service personnel who have received training also give talks about in-car safety to pre and post-natal groups followed by practical checking sessions. Additionally, checks are offered at the discretion of the local station when they organise open days or similar community events.



■ ■ ■ International schemes ■ ■ ■

United States

There are numerous child safety seat inspection stations throughout the United States; very often these are police or fire departments, hospitals or community health centres. To obtain national certification to check seats in the USA, individuals have to complete the week-long Child Passenger Safety Standardized Training Course. The National Highway Traffic Safety Administration (the Federal agency in charge of traffic safety) carries a list of all approved fitting stations on its website and also a list of people who have completed the course and can be contacted for advice about child passenger safety.

The National Safe Kids Campaign is a non-profit making national organisation established to help prevent childhood injury. It operates by establishing local coalitions around the country to offer advice and assistance to the local community about child accidents and risks to children. 'Safe Kids Buckle Up' is the largest programme of the Campaign with more than 300 state and local coalitions involved. The Buckle Up campaign has benefited from sponsorship from General Motors and the United Auto Workers organisation. The programme consists of an on-going media campaign and community outreach, education and training, public policy efforts and research.

Through the coalitions across the country, families are provided with help to install child safety seats (in some cases the seat is provided as well), workshops are organised for child passenger safety technicians and training is offered to health and safety programme staff. In addition, coalition members train GM dealership and plant employees to provide child passenger safety outreach services to customers and the community. Coalitions also partner dealerships and plants to hold child safety seat check-ups at partner sites or local retail outlets.

The programme has also provided 81 vans across the country which are stocked with materials and resources to conduct child safety seat check-ups in local communities. Child safety seat inspection stations have also been added to the services offered by the campaign, these offer the same services as the check-up events but they are in a permanent location with regular hours. There are currently about 30 inspection stations.

Through the research conducted by the campaign it has been discovered that 85% of child safety seats observed at events were misused and nearly 14% of children under 14 were travelling completely unrestrained. Also, nearly 33% of children observed were using the wrong restraint for their size.

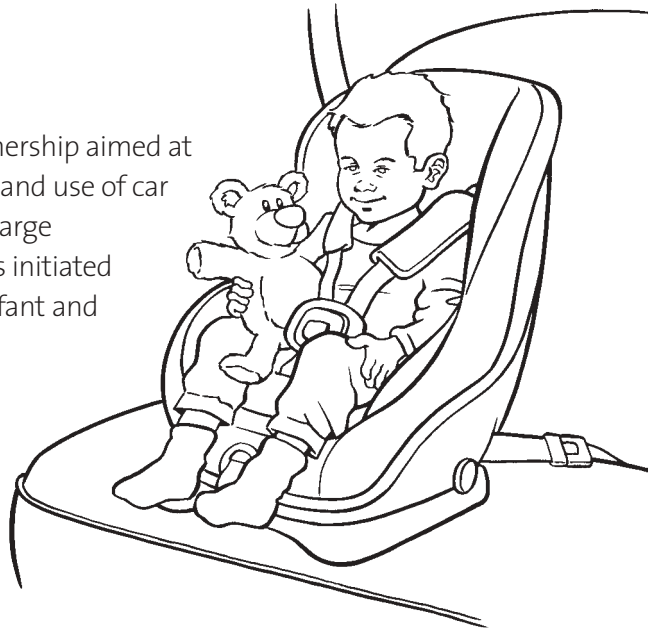
International schemes

Canada

Buckle Up Bears Programme

This is a corporate and community partnership aimed at raising awareness of correct installation and use of car seats. Sponsored by The Co-operators, a large insurance company, the programme was initiated by the Canada Safety Council and the Infant and Toddler Safety Association (ITSA).

ITSA conducts two-day training sessions for volunteers from Co-operators staff who then offer car-seat inspection clinics in various communities across Canada. The locations are determined by The Co-operators and offered by the company's local branches (the programme is not active in provinces with public motor insurance). The Canada Safety Council reviewed and re-worked the ITSA educational material and made this available for distribution to parents.



In 2001, over 500 child car seats were checked at 20 clinics. During April 2003, 89 community groups held 62 clinics. 65% of seats inspected were used and installed incorrectly. Funding was also made available from the Ministry of Transportation to advertise the clinics. ITSA had been offering child seat inspections for a number of years, but the partnership has made it possible to extend the project and reach more people.

Australia

In the state of Victoria there is a network of Restraint Fitting Stations to assist people to install their approved child restraints correctly. The scheme has been established by RACV (similar to the RAC which operates in the UK) and VicRoads, the statutory authority responsible for, amongst other things, road safety. The scheme has operated since 1990.

The restraint stations are workshops that are approved by the RACV for mechanical repairs. The mechanics from these workshops attend a two day course which culminates in a written examination. After the successful completion of the course, participants are awarded a certificate which states that they are trained to fit restraints. Currently there are 86 restraint fitters operating throughout Victoria and both organisations carry details of the station locations on their websites.

■ ■ ■ International schemes ■ ■ ■

RACV also organises restraint courses for hire companies. This is a shorter four hour course, is not so intensive as the course for mechanics and does not result in the participant becoming a certified fitter.

The RACV in conjunction with their restraint fitters conduct child restraint checking days and also train staff working in restraint hire companies to enable them to fit the restraints that they are loaning to parents.

The Roads and Traffic Authority in New South Wales authorises garages throughout the state to fit child restraints. The location details of authorised outlets are available through the authority's website as well as by contacting the authority directly.

New Zealand

Unlike in the UK, the majority of parents in New Zealand rent their child car seats. It is common to rent a baby seat for children aged 0-6 months and then buy the seat for the six months to four years age group.

The majority of rental schemes (about 150) are operated by The Plunket Society (a child health service) who have a well-established training system for their scheme operators. Parents who rent from them get advice and the seat fitted in their car. There are about 50 other rental schemes funded by the Ministry of Health, the Land Transport Safety Authority (LTSA), the Road Safety Trust and the Accident Compensation Corporation (ACC), most of which offer fitting advice when a seat is rented. Many of those offering rentals, as well as some police, retailers, injury prevention consultants and road safety co-ordinators have attended training courses run by Plunket and paid for the ACC.

In July 2003 The LTSA, in conjunction with Plunket and the ACC, launched the 'Safe2Go' national child restraint training programme. Eighteen 'Safe2Go' trainers have completed a course to enable them to train 'technicians' (rental scheme operators, the police, retailers, road safety co-ordinators, injury prevention co-ordinators etc.) who can then cascade this knowledge to parents and colleagues. The Safe2Go trainers will run regular training courses each year.

Public survey

Sixty members of the public completed the electronic questionnaire posted on the RoSPA main website and RoSPA's child car seats website (www.childcarseats.org.uk). A copy of the questionnaire appears at Appendix 3.

A total of 39 people (65%) had received practical help with fitting a child car seat. Of those respondents, almost 80% had gained practical advice and assistance from a retailer at the time they purchased the seat. Mothercare was the retailer who had provided advice to over half of the parents who had received help. Other retailers offering fitting advice included Halfords, Toys 'R' Us, Mamas and Papas, John Lewis and the In-Car Safety Centre at Milton Keynes.

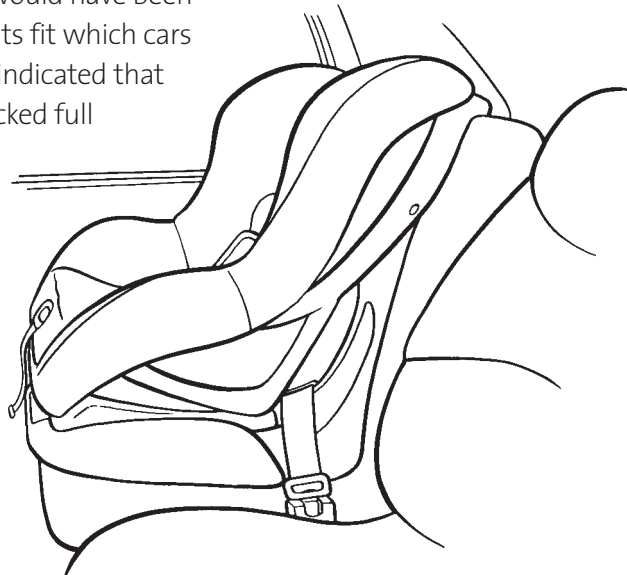
Two people had received help from their local road safety unit, one had been advised by their midwife and others had either relied on friends for advice or referred to the manufacturer's instructions.

Over three-quarters of parents had found the advice and assistance they received useful. Many welcomed the opportunity to see a practical fitting demonstration and be advised that a particular child seat did fit their car. Of those that indicated it had not been useful this was because the person providing the help:

- Was unable to advise on whether the seat would fit more than one car
- Gave different advice from another assistant
- Offered only basic advice and the assistant did not follow the fitting instructions
- Fitted the seat incorrectly.

More than two thirds of parents felt that further assistance could have been provided. Many felt that a practical demonstration would have been helpful, together with advice on which seats fit which cars (akin to the Britax Fitfinder service). Some indicated that the member of staff offering the advice lacked full knowledge and one parent was simply referred to the instruction booklet.

Half of the respondents to the survey confirmed that they had sought advice on fitting a child seat but had been unable to find any. This is an unsatisfactory position and perhaps reflects the disparity in availability of checkpoints across the country and illustrates that not all retailers provide full advice at the time of purchase.



■ ■ ■ Evaluation ■ ■ ■

There does not appear to be any evidence about the effectiveness of practical child car seat fitting schemes either in this country or abroad. Research about whether such schemes lead to injury reduction was not discovered. A comparison of the effectiveness of different schemes was equally elusive. Therefore, it is difficult to say to what extent schemes help parents to choose and properly fit child restraints and so reduce the current level of misfitting.

Logically, schemes offering practical assistance should reduce the number of child restraints that are being used and fitted incorrectly. There is evidence from some of the road safety units who have offered seat checks over a number of years that the proportion of seats requiring adjustment has decreased since their check days were first initiated. However it would be helpful to have a formal evaluation.

Very few of the respondents to the postal questionnaire survey had conducted an evaluation of their activity in terms of effectiveness. Most respondents were able to confirm numerical information from their check days, for example, number of seats checked, how many needed adjustment, how many were dangerous, but only two respondents had gathered information about how their scheme was received.

From the results reported between 65% and 83% of seats checked needed some adjustment. Many schemes recorded the percentage of those seats that required major adjustment or a small adjustment to ensure that they fitted correctly. Between 7% and 10% of seats were incompatible with the car in which they were being used. One road safety unit reported an improvement in results with the number of seats requiring adjustment falling from 80% to 45% since they began check days about 10 years ago.

The road safety unit in Oxfordshire conducted a small survey of parents from four pre-schools in the area following the publicity campaign for their 'Sitting Tight' scheme and some check-days. 40% of parents who responded were aware there could be a fitting problem with their child car seat. 30% of parents who responded knew about the Sitting Tight scheme but less than one percent of those had made use of it. The road safety officer commented:

"We have a really good service to offer here, but it is difficult to know how to encourage parents to use it."

Cardiff and the Vale of Glamorgan Councils published a formal report of the results from their 'Smart Fitter' scheme in 2002. The report gives details of the number of seats checked and states how many needed adjustment etc. An evaluation of how the scheme was received by the public has not been conducted although the report does reach some conclusions and make some recommendations following from the experience gained during the seat check days:

■ ■ ■ Evaluation ■ ■ ■

- The supply of car seats needs to be more tightly controlled, retailers need to be properly trained and qualified to fit and offer advice about fitting
- There is a shortage of competent, independent personnel to undertake checks in the Cardiff area
- There is a demand for expert advice in the Cardiff area, parents were unable to access help locally
- There is a need for on-going public awareness events.

The road safety unit at Suffolk County Council indicated that their local statistics show a considerable reduction in passenger injuries in Ipswich during the ten years that they have been involved with promoting in-car safety.

Newport Trading Standards Office sent out evaluation forms to assess 'customer' satisfaction following a checking day at a local supermarket. 67% of respondents thought the event was excellent, 33% thought it was good and none rated it as poor. 48% of those who returned the survey form thought the professionalism of staff was excellent, 52% felt it was good.

RoSPA was involved with check days in conjunction with the Trading Standards Department in Birmingham. Names and addresses of participants were not recorded and there was, therefore, not the opportunity for any follow-up work to gauge satisfaction. However, participants were asked where they had obtained their child seat and whether they had received any practical advice or help to fit their seat. 78% of parents had purchased a new seat but only 28% had received any advice about which seat was most suitable for their child and car. Only 10% had actually received help with fitting the seat in their car.

Although few of the respondents to the survey had conducted formal evaluations of their schemes, many commented that their events appeared to have been well received by the public. Parents taking advantage of the checks offered were glad to find somewhere to receive this help, even if it was simply to reassure them that they had fitted the seat correctly.

■ ■ ■ Conclusion ■ ■ ■

It is clear from the evidence gathered at child seat checking events that parents experience difficulty with choosing, using and fitting child restraints. Problems arise because:

- There is an enormous range of different child restraints available in the UK.
- The shape and size of vehicle seats and anchorage points varies considerably between different manufacturers and different models.
- Most child restraints are secured using the adult seatbelt and this causes difficulties.
- The instructions provided with the seat can be unclear.
- People are unable or unwilling to follow the instructions.
- People do not adequately check the fitting of the restraint and adequately tighten the harness each time it is used.

Ultimately, the ISOFIX system will solve the majority of fitting problems and ensure that the child restraint remains secure in the car seat. The ISOFIX system must be extended to include group 0 and 0+, rearward facing restraints. Group 2 and 3 seats would also benefit from a system that provided a rigid link to the vehicle seat even though the child is restrained using the adult seat belt. The implementation of the system for the group 1 seats is taking too long and is not without difficulties. It should not be necessary to type approve each make and model of vehicle before an ISOFIX seat can be used in a vehicle fitted with ISOFIX points. It is important that the issues around a three-point fixing system are resolved as quickly as possible to enable the ISOFIX seats to be truly universal and fit every car with ISOFIX points without additional testing. Even with every effort made to overcome the existing problems, it will still be several years before most families have a vehicle with ISOFIX points, or before a larger number of ISOFIX seats are available.

It is clear that the service provided by retailers at the point of sale is varied. Practical assistance is very useful but it is important that those giving it are competent to do so and have adequate training. It is disappointing that half of the respondents to our public survey confirmed that they had sought fitting advice and assistance but been unable to find any.

Many of the fitting problems would be avoided if all purchasers were given clear advice and practical help from a trained fitter before purchasing a seat. It is not unreasonable to expect this level of service when buying an expensive safety product. Parents should receive advice at the point of sale about which seats are appropriate for their child, in light of his/her weight and height. Retailers should then check that the restraint fits the vehicle, demonstrate how to fit the restraint and ensure that the parents are able to fit the restraint themselves. Retailers ought to be able to explain the fitting instructions and emphasise the importance of retaining these.

However, even with comprehensive advice and practical assistance at the point of sale fitting problems will persist. We know from our own surveys and the results of others, that as many as a quarter of parents obtain a child restraint secondhand.

■ ■ ■ Conclusion ■ ■ ■

Most of these are given to parents by friends and relatives whose children have outgrown the seat, so at least the history of the seat is known. A small proportion of secondhand seats are purchased through private sales, boot sales and retailers. For parents using secondhand child restraints there is no opportunity to receive fitting advice and practical assistance from a trained fitter and our evidence suggests that the fitting instructions are rarely transferred with the seats.

There are parents who have purchased a new seat but who have not had access to practical assistance. They may have bought a seat from a retailer who does not offer a 'try before you buy' scheme or any practical help. This could be due to the location of the retailer (perhaps town centre with no vehicle access) or lack of expertise. Parents also purchase seats through mail order catalogues and the internet and will be reliant on the written instructions to ensure a correct fitting.

Manufacturers have their part to play also. It is important that they offer comprehensive training to the retailers who sell their seats and emphasise the importance of offering a fitting service to the customer. Fitting instructions could be made simpler and clearer. Direct help after the point of sale should be provided by manufacturers to parents, preferably with a dedicated helpline. Manufacturers can provide a plethora of information on their websites which can help parents choose an appropriate restraint. The Britax Fit-Finder scheme is an excellent example of what a manufacturer can do.

Practical checking and fitting schemes are therefore important and must continue. However, the provision of practical advice and assistance is not the same throughout the country and the ease with which parents can access such advice varies depending on where they live. There is no central point of information available to parents detailing the location of the checking events that are taking place across the country. RoSPA has established a website (www.childcarseats.org.uk) giving a wide range of information about child restraints and providing a central point of information. It includes a search facility allowing members of the public to locate places in their area (often garages or retailers) who offer practical checking and fitting advice and consideration is being given to expand this to include the location of check days.

All of the national roadshow events to date have taken place over a brief period of time. Those schemes using more than one checking team at a time have achieved more comprehensive coverage across the country but even then the scheme does not reach many people. For example, the Fitstop campaign used several checking teams across the country, who carried out checks over several weeks. This resulted in over 4,000 seats being checked which is one of the largest initiatives in recent years and is to be commended. However, we know that there are over 23 million licensed private cars on our roads and about 9.5 million children aged 11 years and under in the UK. It is therefore clear that these initiatives are only reaching a small proportion of parents and children.

■ ■ ■ Conclusion ■ ■ ■

Not all road safety units offer advice about child restraints, some only offer telephone advice. Most units who organise check days only do so a few times a year for a day or a couple of days at a time. These efforts are to be applauded and the time put into establishing them recognised. However, a centralised approach is needed to ensure a more reliable and readily accessible service.

Efforts to establish a national network of garages with trained fitters have foundered. Some authorities still operate the 'Fit Safe Sit Safe' scheme but there is no central point of information about it. One of the difficulties the scheme encountered was maintaining a sufficient number of garages offering the service and ensuring that those garages had trained fitters.

The difficulties experienced by parents trying to fit child car seats in this country are shared by parents in overseas countries. However several countries are trying to adopt a national and unified approach to adopting fitting advice.

New Zealand has recently established a team of trained fitters who will cascade their knowledge to those involved in child car seat rental, sales and law enforcement. In America there is a national training course available to gain knowledge and expertise in child passenger transportation. Approved fitting stations in the States must employ workers who have completed the course and the transport authority provides information about which outlets are approved. Such a scheme in this country would make it easier for retailers and garages to ensure employees have adequate training and would protect against expertise being lost due to staff changes.

The Good Egg Scheme in Scotland is attempting to address the problem of retailers failing to offer fitting advice at the point of sale. It has established a retailer's charter under which shops who sign up guarantee a certain level of help. The results from this will be interesting and may provide evidence that the scheme should be rolled out across the UK.

■ ■ ■ Recommendations ■ ■ ■

All retailers of child car seats should have trained and qualified staff who can advise parents about which seat is suitable for their child and car and be able to demonstrate the correct fitting of the seat in the car before purchase.

Manufacturers should support retailers by offering training and also ensure that fitting instructions are clear and can easily be replaced if lost.

The sale of second-hand child restraints should be banned.

Practical checking and fitting schemes should continue and be encouraged. Evaluation of such schemes should be undertaken to establish the most effective and comprehensive format for these initiatives.

A co-ordinated approach to roadshow events would ensure a more reliable and accessible service. A system that allows details of events across the country to be collated at a central point should be established to assist publicity and encourage greater attendance at check days.

A national system of accreditation or approval for child restraint fitters (akin to the initiatives in the USA and New Zealand) should be created and implemented to establish a minimum standard of expertise, which members of the public could then rely upon. This would provide retailers, and those involved with child safety, ready access to education and training. The creation of a national training course would be an integral part of this.

Coupled with a national training course, a retailer's charter should be established, similar to the initiative in Scotland. Members of the public would know that if they used a retailer displaying the charter symbol, a certain level of service and expertise is guaranteed.

Every effort should be made to quickly overcome the difficulties with the ISOFIX system. If a vehicle has ISOFIX points a parent should be able to purchase an ISOFIX seat and be guaranteed that it will fit into the vehicle without further testing or type-approval.

Appendix 1

The law and child restraints

The law in Great Britain requires children travelling in cars to use an appropriate child restraint or adult seat belt, but in most cases only if they are available. The law is not straightforward and needs careful consideration:

■ Child under 3 years old

If carried in the front seat, an appropriate child restraint **must** be used.

If carried in the rear seat, an appropriate child restraint **must** be used, **if available**.

■ Child aged 3 to 11 years and under 1.5 metres tall

If carried in the front seat, an appropriate child restraint **must** be worn **if available**.

If not, an adult seat belt **must** be worn.

If carried in the rear seat, an appropriate child restraint **must** be worn **if available**.

If not, an adult seat belt **must** be worn **if available**.

■ Child aged 12 or 13 years or younger children 1.5 metres or more in height

If carried in the front or rear seat, an adult seat belt **must** be worn **if available**.

■ Passenger over 14 years old

If carried in the front or rear seat, an adult seat belt **must** be worn **if available**.

It is the driver's responsibility to ensure that children under the age of 14 years are either using an appropriate child restraint or an adult seat belt if available.

European Community Directive

In 2003 the EC produced a directive which requires national governments, including the UK, to amend their legislation to make it mandatory for children aged up to 11 years to use a child restraint when travelling in vehicles. (this will in effect remove the 'if available' clause).

Consumer Protection Act 1987

Legislation also requires child restraints to be safe and fit for their purpose. Child restraints are subject to the General Product Safety Regulations 1994⁴ which state that they must, under foreseeable conditions of use, present only the minimum risks compatible with the product's use, taking into account the characteristics of the product, including such matters as the instructions for assembly and maintenance. The United Nations Regulation ECE Standard R44.03, which applies to child restraints, provides the best interpretation of good practice.

Appropriate child restraints

An appropriate child restraint is one which conforms to the United Nations Regulation ECE Standard R44.03, is suitable for the child's weight and size and which can be correctly fitted into the car.

⁴ General Product Safety Regulations 1994, SI 1994/2328.

Appendix 1

Child restraints are divided into categories, according to the weight of the children for whom they are suitable. These correspond broadly to different age groups, but it is the weight of the child that is most important when deciding what type of child restraint to use.

The law states that child restraints sold in the UK must conform to R44.03. However, child restraints that conform to a British Standard or to an earlier version of R44.03, may continue to be used, although they will now be several years old and parents should consider replacing them with ones that conform to R44.03.

Table 1 – Types and standards of appropriate child restraints

Type of restraint	Weight/age of child
Group 0	
Rearward-facing baby seats	Birth to 10kg/22lbs (approx 9 months)
Carrycot with restraining straps*	Birth to 10kg/22lbs (approx 9 months)
Group 0+	
Rearward-facing baby seats	Birth to 13kg/29lbs (approx 9-12 months)
Group 1	
Forward-facing child seat with integral harness	9-18 kgs (20-40 lbs) (9 months to 4 years)
Group 2	
Forward-facing child seat/booster seat which uses seatbelt	15-25 kgs (33-55 lbs) (4-6 years)
Group 3	
Booster cushions	22-36 kgs (48-79 lbs) (6-11 years)

*Carrycots with restraining straps are not designed to withstand the considerable forces generated in an accident. A baby seat is safer and more convenient than a carrycot, although doctors may occasionally advise the use of carrycots, e.g. for premature babies. They can only be used in the rear of a car.

Retailers often describe child restraints in terms of 'Stages':

Stage 1 = Groups 0 and 0+

Stage 2 = Group 1

Stage 3 = Group 2

Stage 4 = Group 3

Some child restraints are capable of being converted as the child grows and therefore fit into more than one group or stage.

Appendix 2

Questionnaire sent to organisations

Schemes advising on choosing and fitting child car seats

Please list any child car seat fitting schemes that you have initiated or been involved with, detailing who else was involved in the organisation or running of the scheme.

How was the initiative delivered and over what period of time?

Please detail the results/statistics obtained from the scheme (if any).

Please list any feedback received about the scheme or include the results from any evaluation conducted.

Any other information?

Please continue on a separate sheet if necessary and then return this form to:

Karen Charles, Road Safety Department, RoSPA, Edgbaston Park, 353 Bristol Road, Birmingham. B5 7ST. Fax 0121 248 2001. Email: kcharles@rospa.com

Appendix 3

Questionnaire posted on RoSPA and childcarseats websites

Choosing and fitting child car seats survey

Have you received practical help with fitting a child car seat? YES NO

If yes, please tell us who provided the help and where it was given?

.....

.....

.....

Was it useful? YES NO

Please give reasons for your answer.

.....

.....

.....

Could further assistance have been provided? YES NO

If yes, how?

.....

.....

.....

Have you ever sought help and advice on fitting child car seats and been unable to find any? YES NO

Thank you for completing this survey, the results of which will be posted on this website in due course.

Appendix 4

Press release

To news editor

June 2, 2003

Note to broadcasters: RoSPA has its own ISDN studio.

RoSPA Press enquiries: Roger Vincent/Karen Blanchette.

0121 248 2134/2135. Out-of-hours 07785 540 349

Child car seats advice – is it good or bad?

The Royal Society for the Prevention of Accidents is seeking parents' views on the help and advice they have received on fitting child car seats.

The Society wants to hear if people felt assistance was easy to find and if the information they were given was good or bad.

Surveys have shown consistently poor use of child car restraints with around 70% of them being fitted incorrectly.

Karen Charles, RoSPA Road Safety Project Officer, said: "We know that many parents find it very difficult to choose the correct seat and are often uncertain if they are fitting it properly.

"They need to seek expert advice, but that advice is not always readily available. As a result, seats may be fitted in such a way that they will not fully protect a child in a crash."

RoSPA's aim is to identify the places where good advice is available in the UK or abroad and the best methods that are used to provide that information. It will then publish the results so that people know where to go for help and those wanting to set up an advice service will know the best examples to follow.

Organisations already running such schemes are asked to tell RoSPA about how they work.

Parents are asked to fill in a questionnaire on RoSPA's child car seats website

www.childcarseats.org.uk, write to Karen Charles at RoSPA, 353 Bristol Road, Birmingham B5 7ST, or e-mail kcharles@rospa.com.

Some examples of where advice is available can be found on **www.childcarseats.org.uk**

Useful contacts

Trading standards

Contact the Trading Standards Department at your Local Authority or www.tradingstandards.gov.uk

Road safety

Contact the Road Safety Department at your Local Authority or www.larsoa.org

AA Motoring Trust

Andrew Howard MBE
Head of Road Safety
Southwood East
Apollo Rise
Farnborough GU14 0JW
01256 700907
www.aatrust.com

Belt Up School Kids (BUSK)

18 Windsor Road
Newport
Gwent NP19 8NS
01633 274944
busk.beltupschoolkids@btinternet.com

Child Accident Prevention Trust (CAPT)

4th Floor, Clerk Court
18-20 Farringdon Lane
London EC1R 3HA
020 7608 3828
www.capt.org.uk

In-car Safety Centre

Unit 5, 37 Erica Road
The Auto Centre
Stacey Bushes
Milton Keynes MK12 6HS
01908 220909

Road Safety Council of Northern Ireland

Steve Melville
Executive Officer
Nella House
Dargan Crescent
Belfast BT3 9JP
028 9050 1162

Road Safety Council of Wales

Steve Baker
7 Cleeve House
Lambourne Crescent
Cardiff CF4 5GB
029 2025 0600
www.roscow.org.uk

Royal Society for the Prevention of Accidents (RoSPA)

Edgbaston Park
353 Bristol Road
Birmingham B5 7ST
0121 248 2000
www.rospa.com
www.childcarseats.org.uk

RoSPA Northern Ireland

Nella House
Dargan Crescent
Belfast BT3 9JP
02890 501160
www.rospa.com

RoSPA Scotland

Michael McDonnell
Road Safety Manager
Slateford House
53 Lanark Road
Edinburgh EH14 1TL
0131 455 7457
www.rospa.com

Useful contacts

RoSPA Wales

Steve Baker
Road Safety Manager
7 Cleeve House
Lambourne Crescent
Cardiff CF4 5GB
029 2025 0600
www.rospa.com

Scottish Accident Prevention Council

Michael McDonnell
Slateford House
53 Lanark Road
Edinburgh EH14 1TL
0131 455 7457
www.sapc.org.uk

Scottish Road Safety Campaign

Heriot-Watt Research Park
Riccarton
Currie
Edinburgh EH14 4AP
0131 472 9200
www.srsc.org.uk

Useful websites

RoSPA's child car seats website

www.childcarseats.org.uk

Department for Transport

www.think.dft.gov.uk

Scottish 'Good Egg' Campaign

www.protectchild.co.uk

European crash testing programme

www.euroncap.com

VicRoads, Australia

www.vicroads.vic.gov.au

Road Transport Authority, NSW

www.rta.nsw.gov.au

Canada Safety Council

www.safety-council.org

Canadian seat rental company

www.vipchildcarseat.com

Land Transport Authority – New Zealand

www.ltsa.govt.nz

Department for Transport – USA

www.nhtsa.dot.gov

Child Passenger Safety – USA

www.carseat.org

National SafeKids Campaign – USA

www.safekids.org

Child car restraint Manufacturers

Bebe Confort

AMPA U. K. Limited
Ampa House
Dyehouse Lane,
Brighouse
West Yorkshire HD6 1LL
01484 401802

Bebecar UK Ltd

Mill Hill Industrial Estate
Flower Lane
London NW7 2HU
0208 201 0505
www.bebecar.co.uk

Bettacare Ltd

9-10 Faygate Business Centre
Faygate
West Sussex
RH12 4DN
01293 851896
www.bettacare.co.uk

Useful contacts

Bobob

Dupaal Services
Unit 8
Leek Brook Industrial Estate
Cheadle Road
Leek ST13 7AP
01538 388702
www.bobob.com

Brevi

Unit D3
Rosehill Industrial Estate
Ternhill
Shropshire TF9 2JU
01630 638598
www.brevi.co.uk

Britax Excelsior Ltd

1 Churchill Way West
Andover
SP10 3UW
01264 333343
www.britax.co.uk

Chicco UK Ltd

Prospect Close
Lowmoor Road Business Park
Kirkby in Ashfield
Nottinghamshire NG17 7LF
01623 750870
www.chicco.co.uk

Concord GmbH & Co. KG

Industriesstrate 25
D-95346 Stadsteinach
Germany
00 49 9225 95500
www.concord.de/x-line/uk/index.html

Cosatto Sales Ltd

Wollaston Way
Burnt Mills
Basildon
Essex SS13 1LL
01268 722800
www.cosatto.com

Dorel (U. K.) Ltd (for Maxi-Cosi seats)

Hertsmere House
Shenley Rd
Borehamwood
Hertfordshire WD6 1TE
0208 236 0707
www.maxi-cosi.com

Graco Children's Products

P O Box 5991
Basildon
Essex SS14 3GJ
0870 909 0501
www.graco.co.uk

Mamas & Papas Ltd

Colne Bridge Road
Huddersfield HD5 0RH
www.mamasandpapas.co.uk

Recaro UK Ltd

Unit F7
Holly Farm Business Park
Honiley
Warwickshire CV8 1NP
01926 48 41 11
www.recaro.com

Securon (Amersham) Ltd

(Seat Belt Manufacturer)
Winchmore Hill
Amersham
Buckinghamshire HP7 0NZ
01494 434455
www.securon.co.uk



RoSPA Head Office:
The Royal Society for the
Prevention of Accidents
Edgbaston Park, 353 Bristol Road,
Birmingham B5 7ST

Telephone: 0870 777 2171
Fax: 0870 777 2199

Registered Charity No. 207823
VAT Registration No. 655 1316 49

RoSPA Scotland:
53 Lanark Road,
Edinburgh EH14 1TL

(Occupational Safety
& Training)
Telephone: 0870 777 2228
(Road & Home Safety)
Telephone: 0131 455 7457
Fax: 0870 777 9442

RoSPA Wales:
7 Cleeve House,
Lambourne Crescent,
Cardiff CF14 5GP

Telephone: 0870 777 2180
Fax: 0870 777 2181

RoSPA Northern Ireland:
Nella House,
Dargan Crescent,
Belfast BT3 9JP

Telephone: 0870 777 2176
Fax: 0870 777 2186