

DEED OF VARIATION#7

between

STATE OF QUEENSLAND
acting through the Department of Health
as represented by Queensland Ambulance Service

and

Symplicit Pty Ltd

Contract No. A-3304

RTI Release

DEED OF VARIATION

Contract No. A-3304

Variation No. 7

BETWEEN:

The State of Queensland, through the Queensland Ambulance Service (ABN 89 519 542 578)
("the Department")

AND:

Symplicit Pty Ltd; (ACN 103 134 087 and ABN 68 103 134 087) a company incorporated pursuant to the provision of the Corporations Law and having its registered office at Level 10, 530 Collins Street, Melbourne Vic 3000
("the Contractor")

BACKGROUND:

The Department and the Contractor are parties to a Formal Instrument of Contract, established under Contract No. A-3304 for the provision of Technical and Specialist Services to Queensland Ambulance Service (QAS) for the Development of Design Specifications for Operational and Dress Uniforms

- A. which commenced on 13 November 2013
- B. the Parties have agreed to vary the Formal Instrument of Contract and wish to record the terms of their agreement.

JUSTIFICATION / REASON FOR VARIATION:

To outline the expenses for Uniform Prototypes which are to be trialled and tested during the Diary Study of the Detailed Design Phase and Delivery Phase. This variation is due to a change in the design processes used during the Discovery Phase and Conceptual Phase.

Any changes to costs for Uniform Prototypes were approved as per Schedule 8 of the Formal Instrument of Contract 'Additional Costs'.

NEW INVOICING PROCESS:

Invoicing for the Uniform Prototypes must include an itemised list (including items, quantities, sizing, unit costs and total cost) to reflect the actuals delivered to QAS.

Previous Total Inclusive Contract Cost

Total GST EX	\$344,441.00
Total GST INC	\$378,885.10

Uniform Prototypes as per QAS-004-CR Extend Diary Study - 2014

Total GST EX	\$114,096.00
Total GST INC	\$125,505.60

Current Total Inclusive Contract Cost

Total GST EX	\$458,537.00
Total GST INC	\$504,390.70

- Note: Handover of Assets: Formal Instrument of Contract A-3304 Schedule 3 Project Methodology Stage 4 requires the handover of all Project Assets to Queensland Ambulance Service inclusive of assets procured through variations.

RTI Released

DEED OF VARIATION EXECUTED this 15th day of May 2015:

(Note: to be completed by the Queensland Ambulance Service delegate when signing)

SIGNED, SEALED AND DELIVERED

Signed for and on behalf of the **STATE OF QUEENSLAND** acting through the Queensland Ambulance Service (ABN 89 519 542 578)

by PERRY MUNRO DIRECTOR INFRASTRUCTURE AND PROCUREMENT BRANCH
(full name) (position / title) (signature)

s.47(3)(b)

who is a duly authorised officer, in the presence of:

WENDY McLEAN
(name of witness)

s.47(3)(b)

(signature of witness)

Signed for and on behalf **Symplicit Pty Ltd**; (ACN 103 134 087 and ABN 68 103 134 087), in accordance with Section 127 of the *Corporations Act 2001*.

by JOHIE MOULE
(full name of Director)

s.47(3)(b)

Indicate if Sole Director – Yes / NO

and STEPHEN MOULE
(full name of Director / Secretary)

s.47(3)(b)

who is/are duly authorised delegate/s of Symplicit Pty Ltd in the presence of:

Lucy BARLOW
(full name of witness)

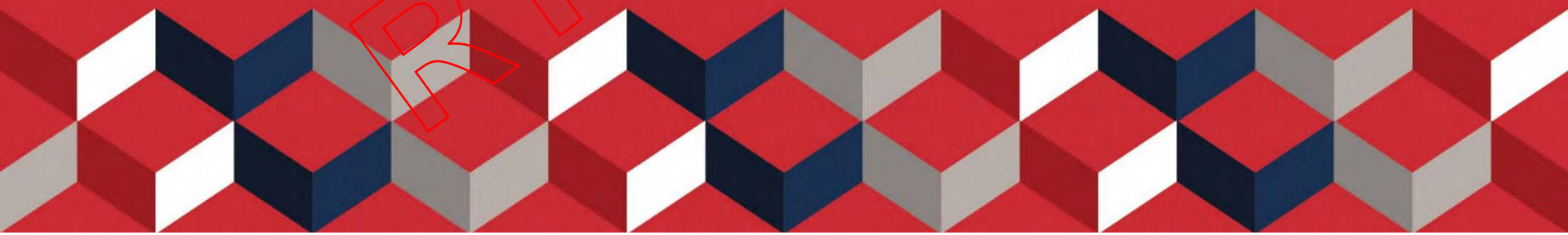
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QAS Uniform Redesign: Pilot Testing Insights

Prepared for : QAS// May 2015

RTI Release





Customer Led Innovation
Behavioural Insights | Strategic Design

RTI RELEASE

INDEX

1. REVISITING THE CHALLENGE

Applying Customer-led Innovation to the redesign of QAS uniforms.

2. PROTOTYPING

What is it and why do we do it?

3. HIGH LINE OVERVIEW

What did we trial? What did we learn? What now?

4. WHO TO CONTACT

Who to contact about this document.

5. APPENDIX A&B

Detailed summary for on-road and communications uniform trial outcomes.

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THE CHALLENGE:

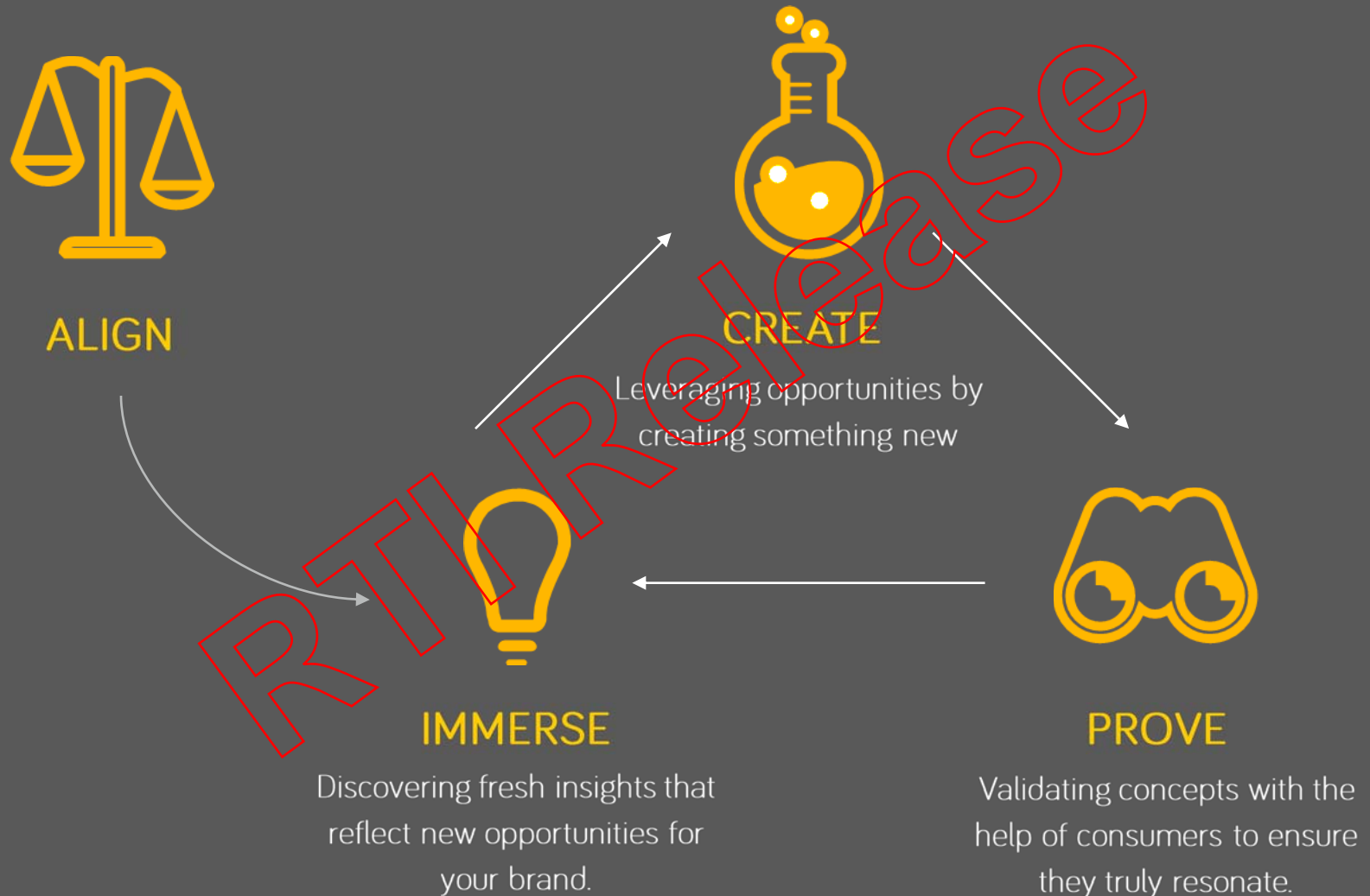
QAS need a design for a contemporary, fit for purpose and functional uniform that will support staff in providing ambulance services to the various communities of Queensland.

How might we, support QAS to innovate the current uniform design using human centred design principles, so that the new uniform will be best-of-breed and help paramedics complete their job easily and effectively – whilst standing out in a crowd...

FOR RELEASE



SYMPPLICIT CUSTOMER-LED INNOVATION FRAMEWORK



RTI Request

SYMPPLICIT CUSTOMER-LED INNOVATION FRAMEWORK



ALIGN



CREATE

Leveraging opportunities by creating something new



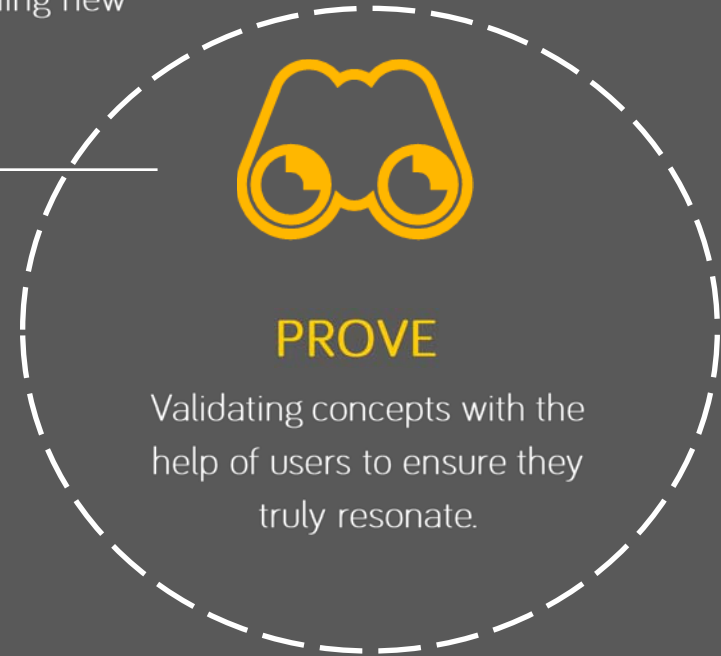
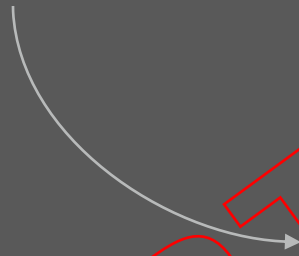
IMMERSE

Discovering fresh insights that reflect new opportunities for your brand.



PROVE

Validating concepts with the help of users to ensure they truly resonate.



RTI Request please

Concept Design

98 People



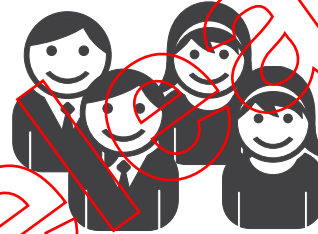
98 people were involved in the pilot evaluation. This included 62 on-road paramedics; 36 communications team members.

7 Stations



We visited 7 stations, from Toowoomba to Cairns. We engaged single responder stations, busy metro stations, and communications centres.

48 Diary Study



On-road and communications teams involved in the pilot completed a diary to help us understand the day-to-day practicality of the uniforms.

Synthesis



The data collected was synthesized and sense was made of the station visits, interviews, phone calls and diary studies. This all lead to insights about the current state and future direction of the uniforms.

THERMAL TOPS

MEN'S SHIRT

MEN'S PANT

BLAZER



THINGS TO KEEP
Use of crease line



THINGS TO KEEP
Use of crease line
Use of lightweight



THINGS TO KEEP
Use of one-button front
Use of material and lightweight

WHAT IS PROTOTYPING? (...and why do we do it?)

RTI REQUEST



NOTES

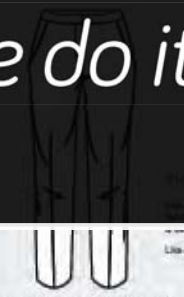
ROUND 1



THINGS TO IMPROVE

ROUND 1

NOTES



THINGS TO IMPROVE

ROUND 1

NOTES



THINGS TO IMPROVE

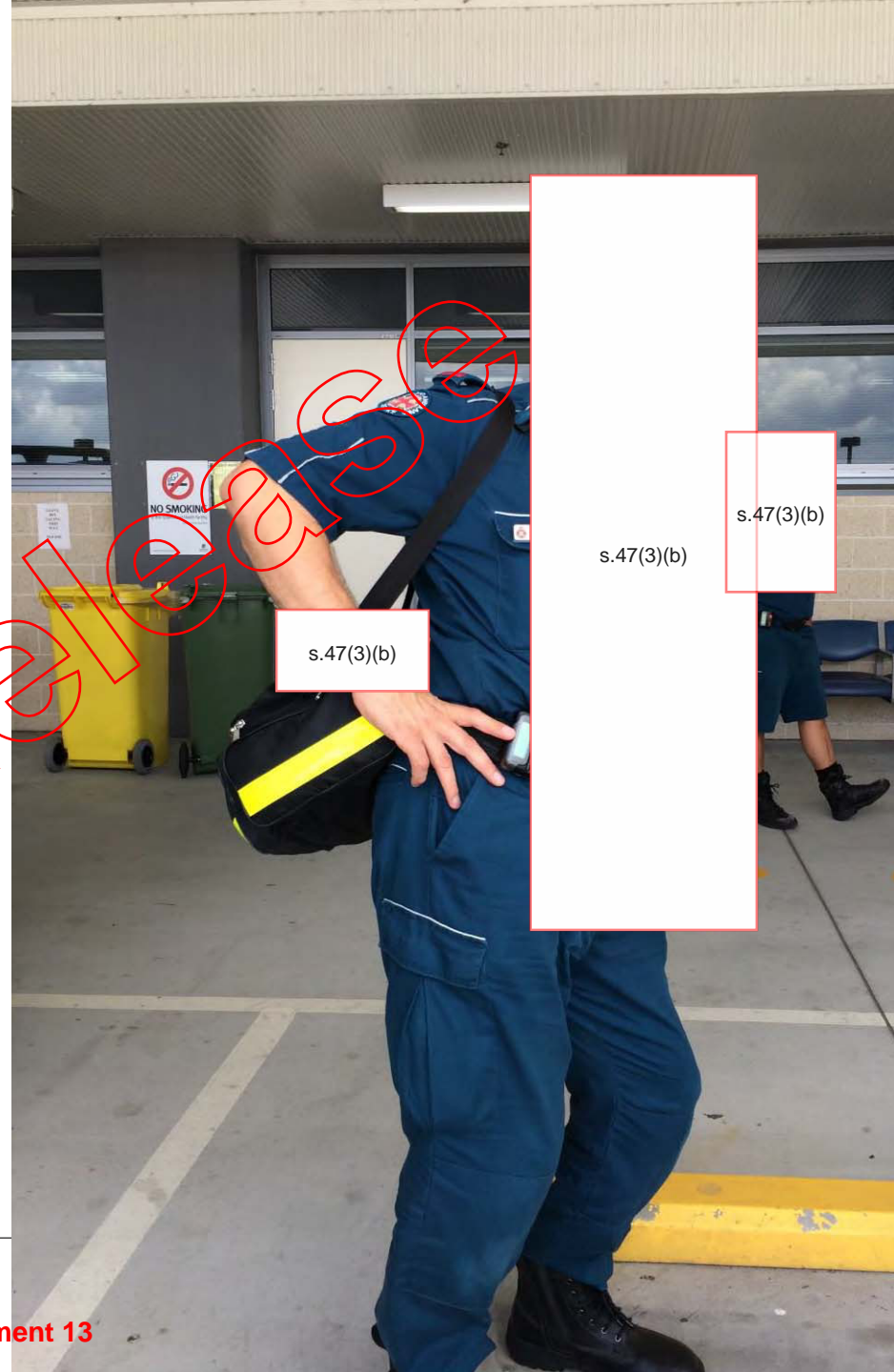
ROUND 3

What is prototyping?

Prototyping is small sample testing of a concept.

It's typically done in low fidelity and it is focused on the high priority aspects of the product rather than every element being completed to perfection.

RTI RELEASES



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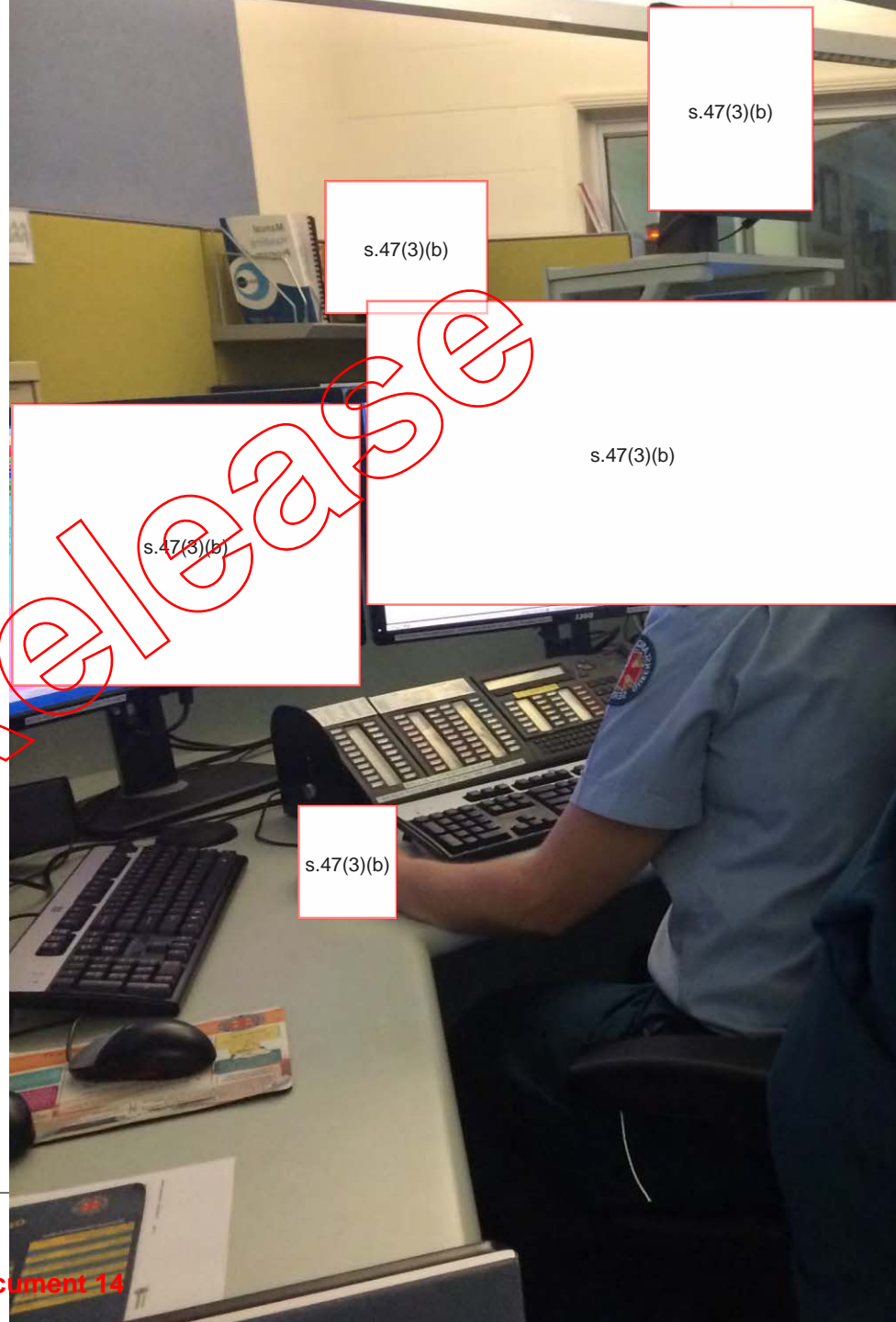
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Why prototype?

Prototyping is a fast and inexpensive way of validating or identifying problems in solutions.

It's an active learning process that enables us to interact with and learn from users in context, not just in theory.



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Why prototype?

Prototyping also allows us to test different options side by side and select the most useful and usable.

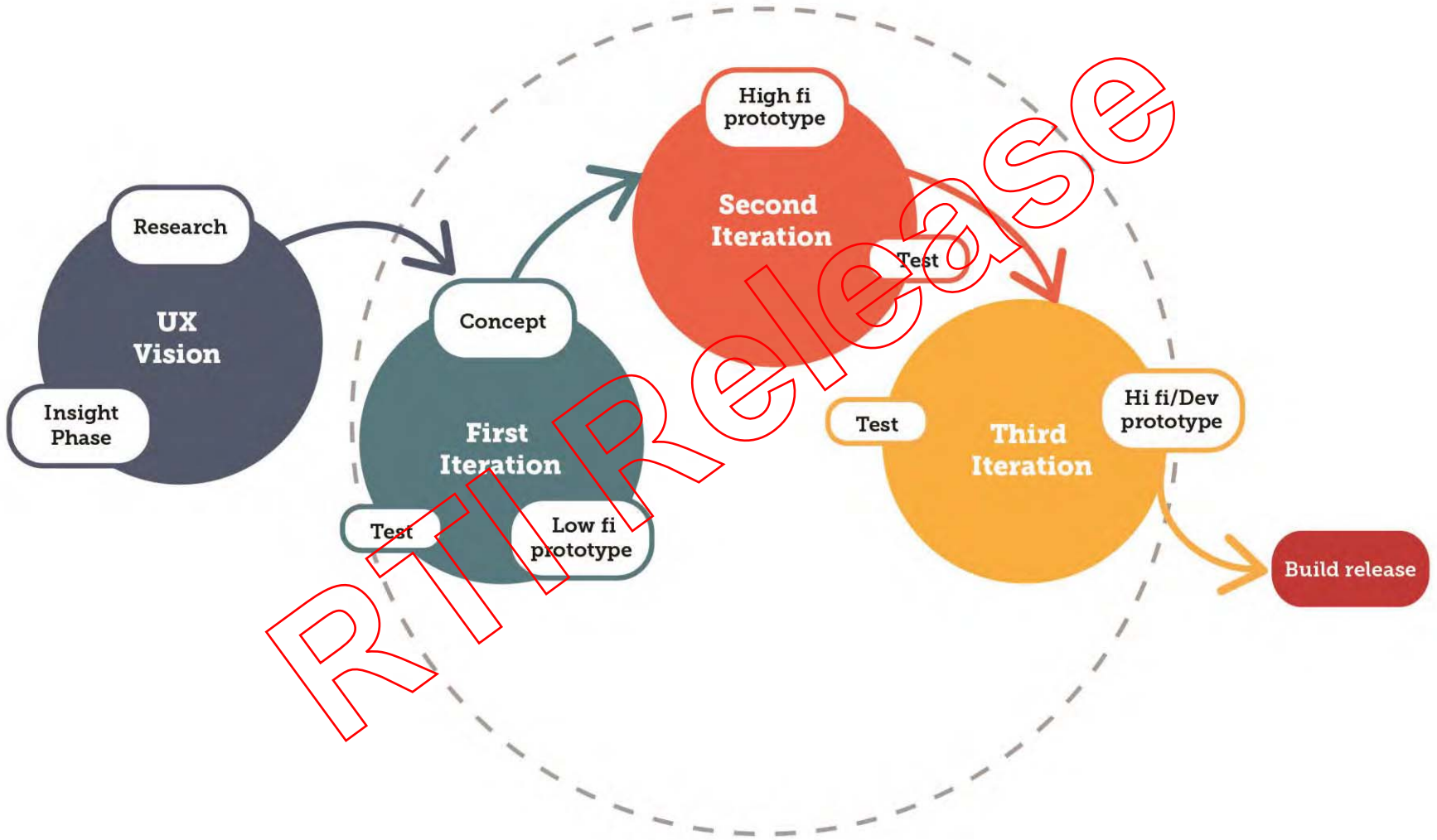
In this instance, we were able to get direct feedback from on road officers about how each garment performed and how they felt wearing it. It gave officers a much more concrete understanding of the whole concept and a better means of providing us with meaningful feedback.

Ultimately, failing now is cheap – failing later is expensive.

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RESEARCH PHASE

CONCEPT & DESIGN PHASES



RTI Request

THERMAL TOPS

MEN'S SHIRT

MEN'S PANT

BLAZER



THINGS TO KEEP
Use of crease line



THINGS TO KEEP
Use of crease line
Use of lightweight



THINGS TO KEEP
Use of one-button front
Use of material and lightweight

WHAT DID WE TRIAL?

RTI REQUEST

NOTES

THINGS TO IMPROVE

THINGS TO IMPROVE

THINGS TO IMPROVE

ROUND 1

ROUND 1

ROUND 1

ROUND 3

ROUND 3

NOTES

ROUND 1

ROUND 3

Uniform Trial - Paramedics

Items:

- Polo shirt 3 variations – short sleeve, long sleeve, high visibility
- Cargo pants 3 variations – hip pockets only, cargo pockets, cargo and ankle pockets
- Fleece jacket 2 variations – plain and high visibility
- Jacket 2 variations – plain and high visibility
- Raincoat Single design
- Bamboo undergarments 3 garments – long johns, short sleeve shirt, long sleeve shirt

On road Uniform- men



On road Uniform- women



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Uniform Trial - Communications

Items:

- Fitted shirt
- Trousers
- Blazer
- Polo shirt
- Fleece jacket

Communications Uniform- men's



Communications Uniform- women's



RTI Release

THERMAL TOPS

MEN'S SHIRT

MEN'S PANT

BLAZER



THINGS TO KEEP
Use of crease line



THINGS TO KEEP
Use of crease line
Use of lightweight



THINGS TO KEEP
Use of one-button front
Use of metal and lightweight

WHAT DID WE LEARN?
(..uniform pieces)

RTI REQUEST



NOTES

ROUND 1



THINGS TO IMPROVE

ROUND 1

NOTES



THINGS TO IMPROVE

ROUND 1

NOTES



THINGS TO IMPROVE

ROUND 3

ON ROAD UNIFORM

1. The overall concept is good.

The uniform we trialed is lighter and cooler and more comfortable than the current uniform. In particular the cargo pants, more pockets and greater mobility afforded were valued.

2. Wash and wear is a winner.

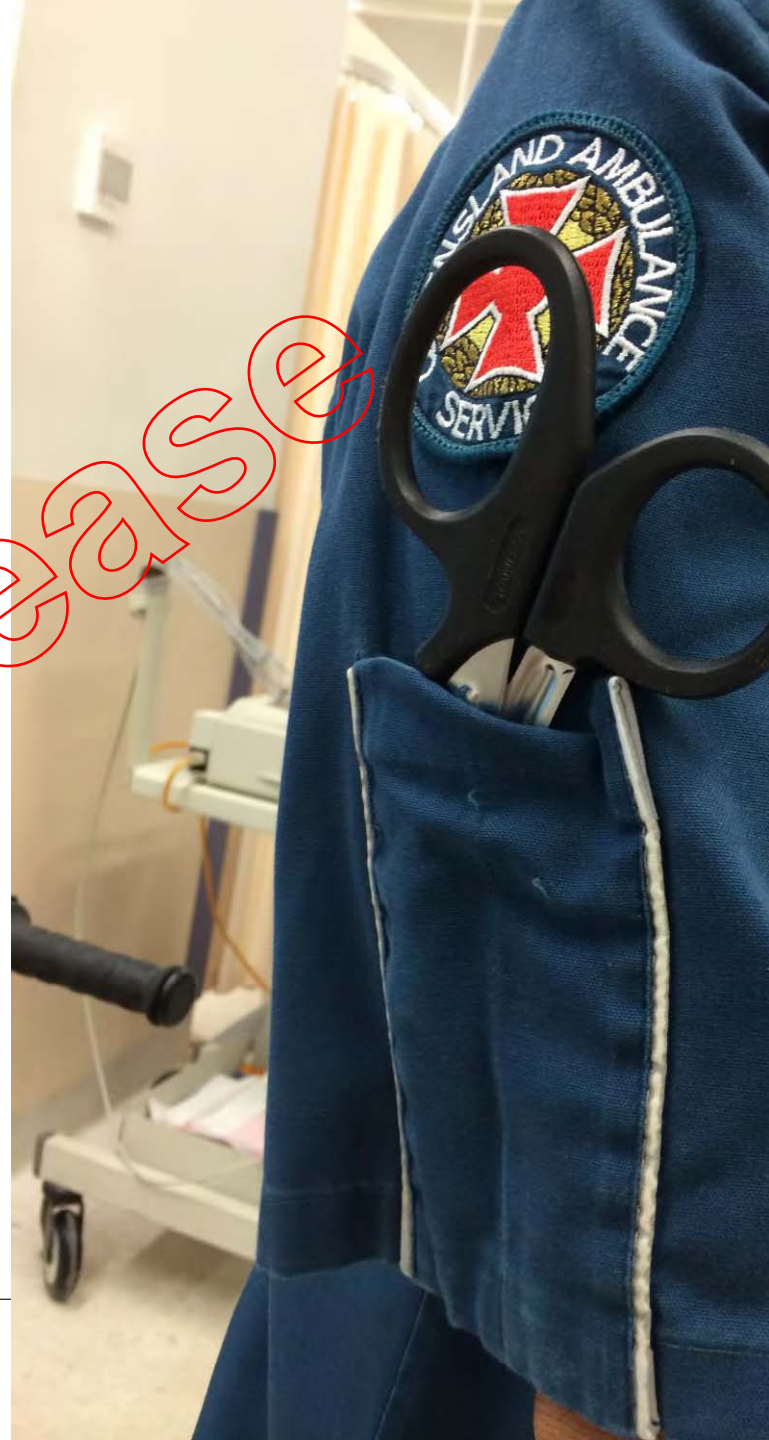
The easy wash, quick to dry, no ironing - aspects of the trial uniform were very popular. This was a significant win, given the time intensive nature of the current uniform - with washing and ironing taking over personal hours

3. Layering works...sometimes.

The layered approach to regulating body temperature works OK, though perception of being too hot in summer to wear long-johns was noted. What impacted clear outcomes were the weight of cargos and polo's. Further work needed.

4. People want pockets, lots of them.

Paramedics have a lot of gear they are carrying on their bodies and those trialling uniforms without cargo pockets expressed deep frustration in not being able to carry their stuff on the bodies. This discussion crosses-over to kit discussions...personal kit bag?



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ON ROAD UNIFORM

5. To vest or not to vest...?

A utility vest came up in discussion again – this is linked to carrying lots of items, so becomes a muddy line with kit-bags. Further research needed.

6. High visibility is not resolved.

The high-vis standards are very narrow, which makes high vis garments all look much the same. Given the restrictions on the way that standards are applied or credited, a policy decision needs to be made about whether it is essential to make the uniform standards compliant. QAS has no formal policy that enforces the need for standards to be met, but is keen not to fall outside those standards either.

We can design a highly visible, safe uniform that is attractive and differentiates QAS on road staff from any other trades, but it may not be possible to do this and be recognised as standards compliant.

7. Colour...

Colour was intentionally not included – but is an area we need to define and resolve for. Colour is a major point of contention with paramedics and will need to be managed carefully.

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Now what...?

Overall, the first formal uniform prototype iteration has offered us much by way of learning. Areas that still remain to be defined to help resolve the design challenge we face for on-road uniforms include:

- Cargo pants and pockets
- Safety vs. visibility vs. standards for high-vis
- Vest vs. personal carrying facility (cross over to kit bags...?)
- Material choice and weight (polos, cargos, undergarments)
- Colour

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COMMS UNIFORM

1. QAS is a large part of many people's personal identity.

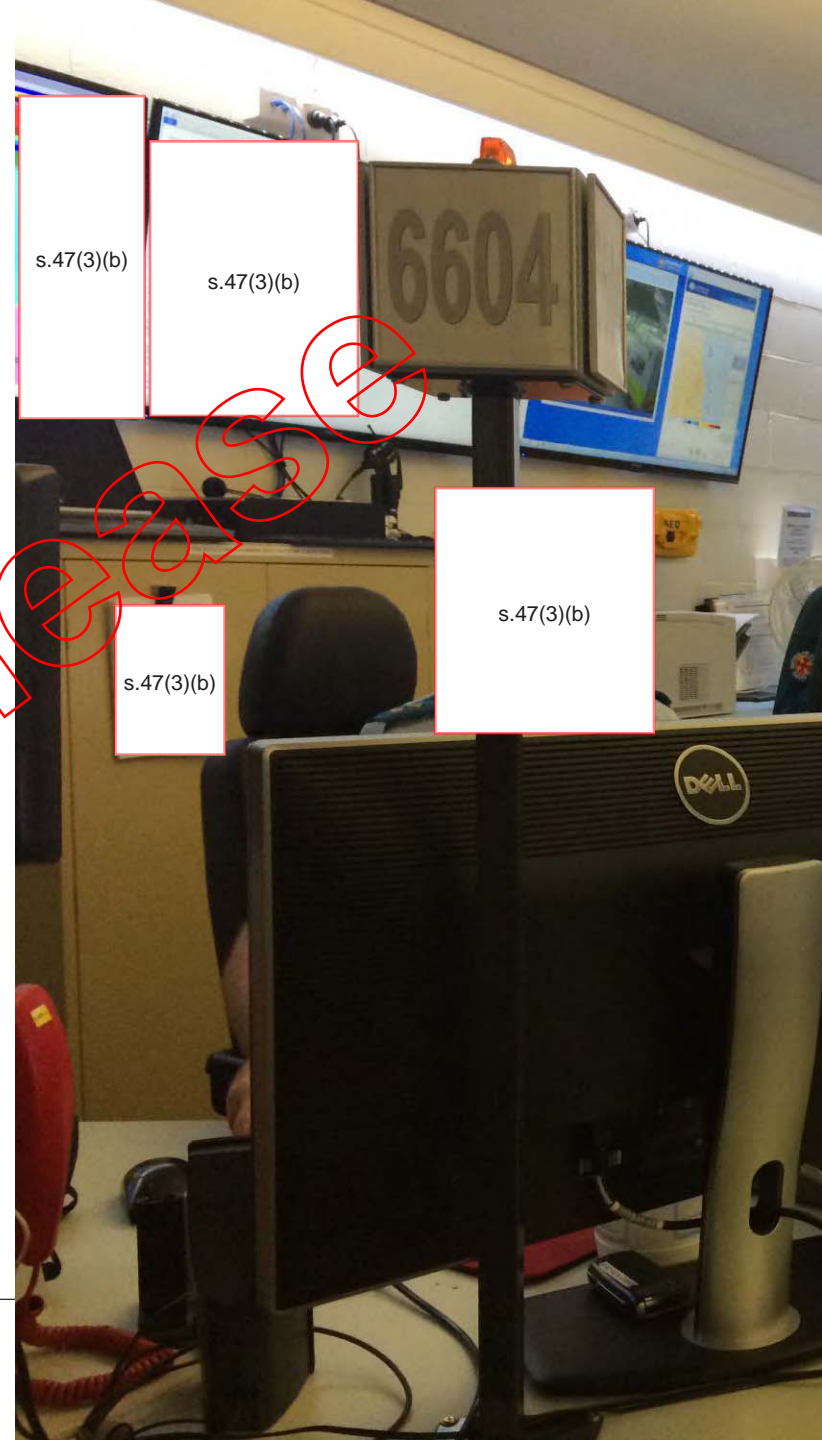
This is a psychological need and not a functional one. For these people their uniform needs to display this identity and their professionalism and service. Many QAS staff take great pride in being recognised in public and are concerned that appearances in the centre itself are important for representation purposes (...the possibility a news crew might arrive). Rank and hierarchy is also important to many who feel it was hard won.

2. A lot of people are happy with the comfort and casual approach of the polo and fleece.

Whilst there was concern that it would be rejected for being too casual, many communications staff really liked the polo and fleece, given the indoor nature of the job. Many do not want to be recognised in public and prefer a more inconspicuous uniform.

3. Off-the-shelf caused sizing issues.

We reviewed 20+ major women's off-the-shelf options for rapid trialling and very few fitted women, especially those of larger sizes. The replacement shirts were sourced from a uniform manufacturer and this proved more popular. Close attention needs to be paid to the cut of the uniform to ensure it is smart but comfortable and functional.



COMMS UNIFORM

5. The blazer wasn't seen as so useful.

Communications staff sit for the duration of their shifts and a blazer was not a practical item of clothing for this context. A jumper or a cardigan were seen as a better option to complement any 'corporate' style of uniform.

6. Wash and wear is a winner again!

Easy wash, quick to dry, no ironing aspects of the trial uniform were very popular. The uniform should be able to be tumble dried for when it's raining or humid.

7. The design challenge with Comms...

The problem we are solving with the comms uniform is not the same league as the on-road uniform. The Comms uniform is a more standard 'off-the-shelf' selection that should be socialised and engage the team for review – but does not necessarily require specialist design features. The design challenge perhaps lies in a more casual approach and treatment of rank.

8. Rank is important to consider

The emotional reaction to change in uniforms was why we trialled a more formal approach with Comms team, as they felt strongly they didn't want to lose their status through a different uniform. As a result, a more casual approach needs to consider rank more thoroughly.



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Now what...?

The Communications uniform trial was plagued with issues, due to the choice to select items 'off-the-shelf'. What this taught us, however is that sizing across the communications team will be more problematic and critical to get right, moving forward:

- Sizing and fit / cut of patterns will be critical
- Casual vs. more formal approach
- Rank and how presented in casual design
- Lighter touch design challenge

RTI Release

THERMAL TOPS

MEN'S SHIRT

MEN'S PANT

BLAZER



THINGS TO KEEP
Use of crease line



THINGS TO KEEP
Use of crease line
Use of lightweight



THINGS TO KEEP
Use of one-button front
Use of material and lightweight

WHAT DID WE LEARN?
(...change management)

RTI REQUEST



NOTES

ROUND 1



THINGS TO IMPROVE

ROUND 1

ROUND 1
To make the different size sizes that is particular to the person's body and being to get the same length
to be more comfortable and to be able to be used for a long time
to be able to be used for a long time

NOTES



THINGS TO IMPROVE

ROUND 1

ROUND 1
To make the different size sizes that is particular to the person's body and being to get the same length
to be more comfortable and to be able to be used for a long time
to be able to be used for a long time

ROUND 3

ROUND 1
To make the different size sizes that is particular to the person's body and being to get the same length
to be more comfortable and to be able to be used for a long time
to be able to be used for a long time

NOTES

ROUND 3

To make the different size sizes that is particular to the person's body and being to get the same length



THINGS TO IMPROVE

ROUND 3

to be able to be used for a long time

THINGS TO KEEP
Use of material
Use of crease line

COMMUNICATING

1. Education for QAS wider team

A massive learning was the need to educate the wider QAS team in the innovation and prototype process. There was a lack of understanding for what prototyping meant, and what the intention of the trial uniform was.

2. Roadshows are essential

Despite the fact that many people were not part of the trial – everyone was intensely interested in the process. The ongoing acceptance and excitement for the new uniform will lie in how we manage that change and message what we are doing to a wider audience.

3. Symplicit has a critical role to play...

Communications from Symplicit have not been as pronounced or regular as they could be – mainly due to lack of budget allocation to this activity. What we learnt from the trial was that teams want to hear from us and understand why we are doing what we are doing with QAS. We have a larger role in change management than initially perceived.

4. Closer contact during trials

The need to communicate more personally and closely with trial participants was highlighted from this design iteration, we suggest greater attention on this moving forward (pre, during, post).



THERMAL TOPS

MEN'S SHIRT

MEN'S PANT

BLAZER



THINGS TO KEEP
Use of crease line



THINGS TO KEEP
Use of crease line
Use of light weight



THINGS TO KEEP
Use of one button at front
Use of material and lightweight

WHAT NOW...?
(...options paper)

RTI REQUEST



NOTES

THINGS TO IMPROVE

THINGS TO IMPROVE

THINGS TO IMPROVE

ROUND 1

ROUND 1

ROUND 1

ROUND 3

NOTES

NOTES

ROUND 1

ROUND 1

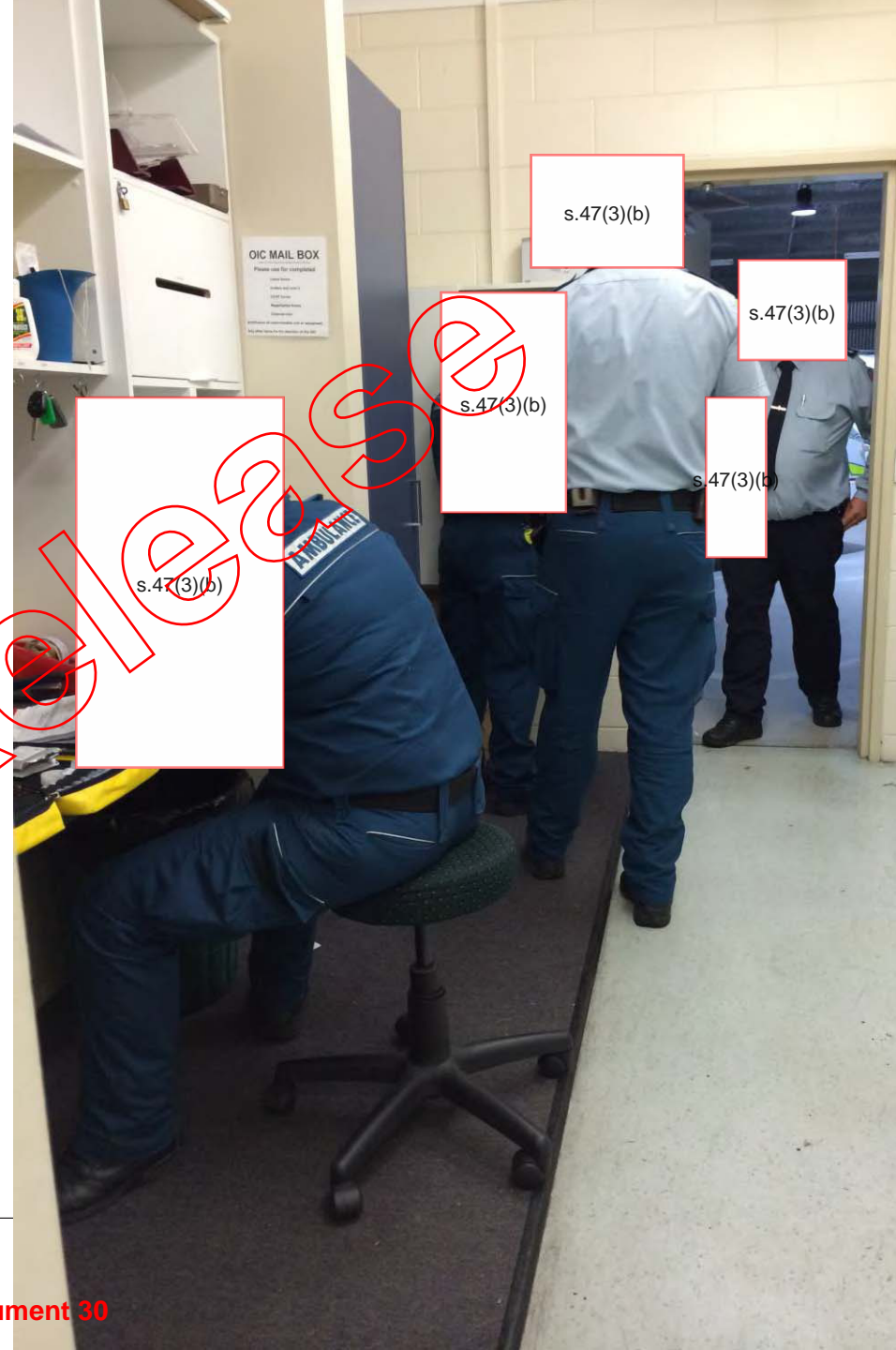
ROUND 3

Now what...?

We have prepared an Options Paper, intended to present a number of ways to move forward with the current project.

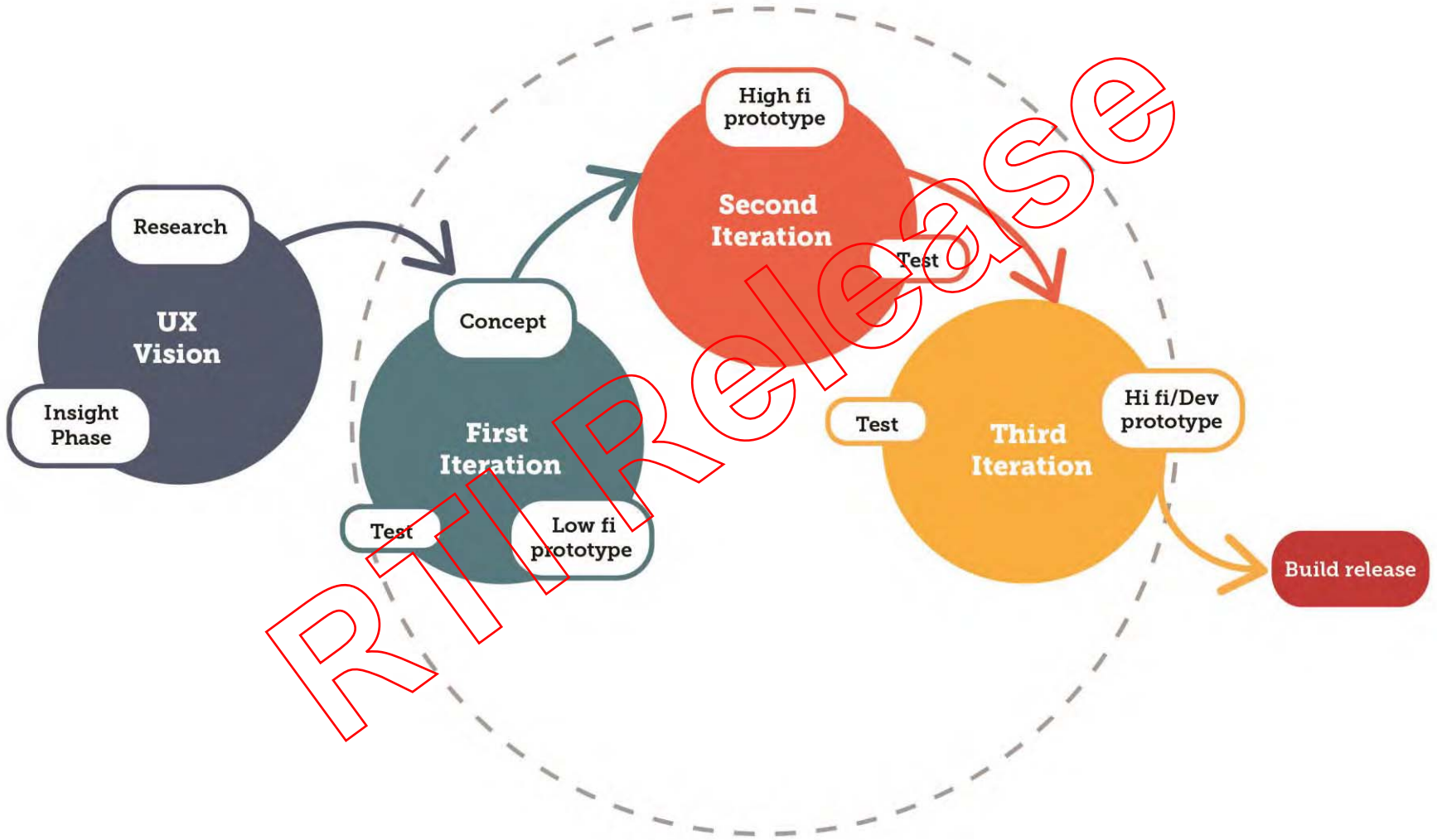
At the core of it, we have prepared 3 options for discussion and further workshop co-design sessions with your team are:

- Option 1: Finalise with current scope;
- Option 2: On-road uniform only
- Option 3: Decouple on-road & comms; lighter touch for comms.



RESEARCH PHASE

CONCEPT & DESIGN PHASES



Thank you!

RTI Release

Who to contact about this document...

Symplicit Pty Ltd

Level 7, 160 Queen St,
Melbourne VIC 3000
Ph 03 9670 3385

Level 3, Studio 304, 54 Foveaux St
Surry Hills NSW 2010
Ph 02 9280 3594

Level 1, 152 Griffith St
Coolangatta QLD 4225

www.symplicit.com.au

 [@symplicit](https://twitter.com/symplicit)



Jodie Moule

Co-founding Director

s.47(3)(b)

s.47(3)(b)@symplicit.com.au



Duncan Underwood

Director

s.47(3)(b)

s.47(3)(b)@symplicit.com.au

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QAS UNIFORM TRIAL
JANUARY 2015

ONROAD DIARY NOT

APPENDIX A:

On road uniform

RTI Release

OVERVIEW

Overall the trial of the paramedic uniform was seen as a success. The items that were trialled – even at this early prototype stage – were seen as a distinct improvement on the current uniform. While there was feedback for what to improve and how – it was constructive and focused – meaning that overall, we are on the right track taking a more casual approach, with clear direction for refinement, and many areas for us to innovate.

RTI RELEASE

Defining a Success Criteria

The research and prototyping has highlighted the following criteria to measure the uniform's performance. Underpinning each criteria is a set of requirements, against which the uniforms will be assessed.



Design requirements that will uplift experience performance and satisfaction.

Expected/minimum operational requirements to ensure the uniform is fit for purpose.

The uniform looks contemporary, smart and professional.

The uniform is comfortable to wear and keeps paramedics as cool as possible

The uniform is robust and will not break or degrade easily

The uniform performs its functions well

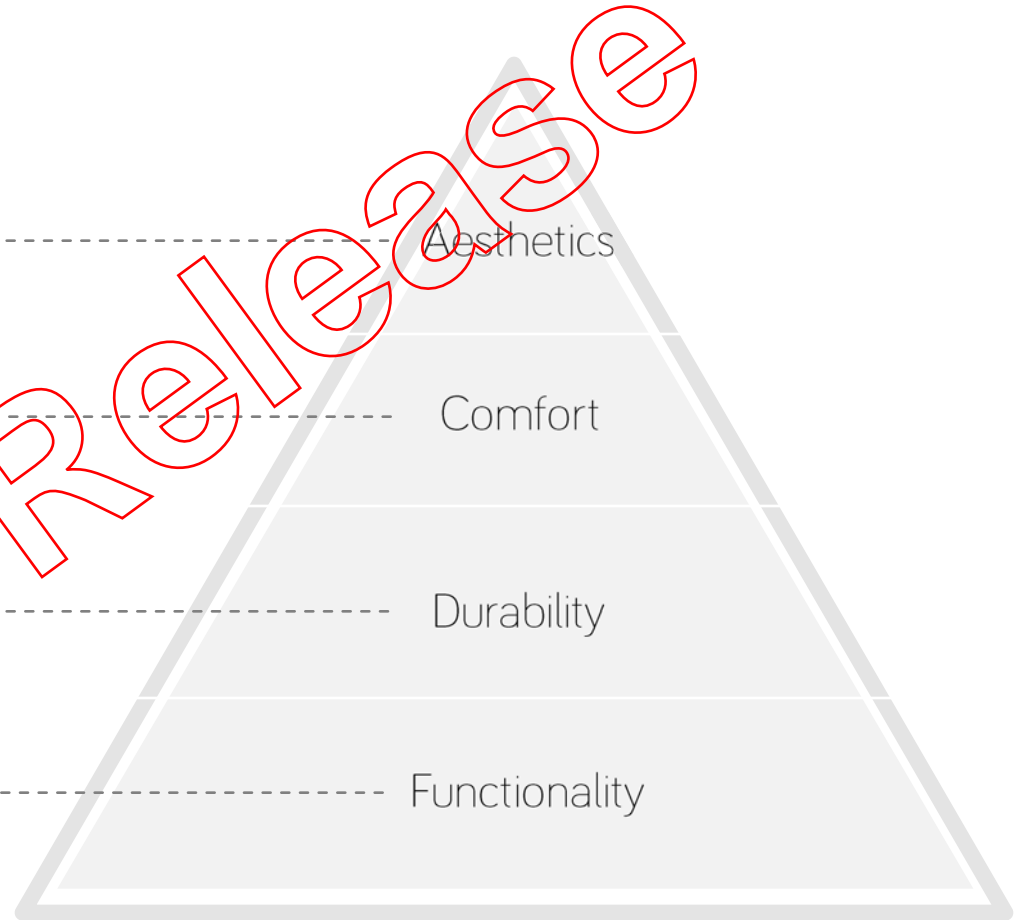
Aesthetics

Comfort

Durability

Functionality

RTI Release



Defining a Success Criteria

The requirements against which the uniforms will be assessed.

AESTHETICS	<ul style="list-style-type: none">• Well presented / smart / contemporary• Easily recognisable as QAS (to public and other emergency services)• Stylish, modern, “wow”
COMFORTABLE	<ul style="list-style-type: none">• Fabric and cut of garments feel good to wear• Enables wearer to regulate their body temperature• Provides freedom of movement
DURABLE	<ul style="list-style-type: none">• Does not require regular repair• Keeps structure and integrity - does not stretch, pill or pull
FUNCTIONAL	<ul style="list-style-type: none">• Visible in all conditions• Provides adequate protection from sun and contaminants• Includes adequate storage on body• Easy to maintain

RTI RELEASE

ROAD-TESTING: PARAMEDIC UNIFORM



POLO SHIRT

The polo shirt is well liked, and overall noted to be more comfortable, cooler and easier to wear. Importantly it allows more movement and requires far less maintenance with cleaning (washing and ironing), than the teal button down. On the whole, when we think about the future direction of the uniform a more casual, yet smart appearance is both practical and desirable; in this sense, the Polo fits the bill.

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POLO SHIRT

1. Polo shirts were very well received

The vast majority of people liked polo's because they are comfortable, non-restrictive, lighter and cooler than the current shirt. The police uniform has set a good precedent for QAS to follow.

2. High vis standards for polo? No.

The standards prevent us from differentiating the design from trade workers, which makes identification hard. The material and reflective tape also make it hot and uncomfortable to wear. We recommend high-visibility that does not meet standards, to ensure a safe, but aesthetically pleasing design can result.

3. People want pockets on the shirt...but.

Paramedics have pens, notepads, glasses, ID cards, credit cards and radios that they want to keep on their upper body. They also want to temporarily keep drugs close by and safe while treating patients. We argue the jersey material of polo's is not the place for the entire contents of a backpack. Storage is the issue - we suggest resolving this in another way (bum-bags...?).

4. The material could be better

Paramedics felt cooler in the polos than the current shirts, however some thought it felt quite synthetic and found it retained some body odour. Several participants noted it started pilling and catching on velcro during the trial. Material definitely needs review.

5. The clips and pen pockets are tricky

It was noted these are not as easy to use as the current shirts, we agree the design needs refining - deeper inserts will be useful.



POLO SHIRT

6. Do we need a standard shirt?

There was some commentary around needing a standard shirt. We strongly believe this is a behavioural habit, based on current design options. Moving forward – a strong approach to shirt for on-roads that has only one clear option is recommended – that is polo's with long or short sleeves. More discussion required.

7. Tucking in vs. leaving out

The current design was trialled to allow tuck in and leave out as an option. This is suggested moving forward – however length of shirt may still need some discussion – to ensure that for different sizes and shapes – having a leave-out option didn't then reveal skin upon bending over.

8. Storage issues...

As noted the polo shirt is not the place for lots of storage. Participants noted problems with storage for all garments – however, we need to consider the entire ecosystem of the Paramedic when selecting where and how to resolve the storage issue. We feel a combination of more pocket options and small personal bags, may be a better solution than polo's with too many pockets. Polo's and pockets are not fit for purpose.

9. Colour & Rank

Colour and rank has intentionally been left out of this discussion. This needs to be resolved.

10. Radio holder...

The radio holder options need to be discussed and resolved. We may be designing and allowing for old technology by introducing clips. Design options for no clip – but utility post introduction of blue-tooth technology needs to be considered.



POLO SHIRT

"Very comfortable. Good cut and style. Very happy with this shirt."

"Comfortable, quite cool."

"Was very comfortable to sleep in on the night shift the other night."

"Shirt did not need ironing after washing which is great."

"Shirt needs pockets to store drugs in - syringes / GTN etc. Most important!!"

"Nowhere to put notebook."

"Front of shirt keeps catching on velcro. Pulled threads look scruffy."

"It is too informal and looks like we are out for a game of golf rather than walking into people's homes where we need to command respect and authority"

"Material of shirt is starting to pick up body odor."

"If shirt is soiled (vomit, faeces etc) it needs to be cut off rather than removed over head."



POLO SHIRT

What now...?

- Agreements for polo shirt needed before progression.
- Material comparison should search for fabric options that feel less synthetic, breath better, do not retain body odour and do not 'pill' easily, specifically:
 - Lighter weight
 - Different materials
 - Different colours
 - Different visibility design options (aesthetic focus)
- Improve the pen holder depth and width
- Resolve radio clip (technology discussion needed)
- Possible test with pockets at front or larger seam pocket option - TBD
- Test a more 'feminine' cut for women's version (longer at back? TBD).



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CARGO PANTS

The cargo pants were a refreshing and valued change by on-road paramedics. They were noted as light and comfortable, and effectively protected against rain and contamination. Participants noted how critical the cargo pant pockets were – and more work is needed to review where pockets should be located, and to what extent (how many are appropriate?). Padding in knees was valued, but refinement is needed to make it more comfortable and functional for different shapes and sizes. Overall, this more casual and functional approach to on-road uniform design was valued.

RTI RELEASE

CARGO PANTS

1. The cargo pants were well received

They are light and comfortable, water resistant and dry very quickly. They keep blood and vomit off extremely well, and again, cleaning these items was much easier than the current pants. This was highly valued, as it saves time and hassle in the 'downtime' of paramedics.

2. Velcro didn't work as well as expected...

The Velcro was chosen for ease of access for pockets – ensuring that paramedics didn't have to waste time feeling around for a zipper. The grade of Velcro was problematic, however, and was noted to wear out quickly. A better grade of Velcro will need to be investigated, or other useful alternates.

3. People want LOTS of pockets

All paramedics expressed a desire to have as many pockets as possible. The ankle pockets were only seen as useful by some, but the shears pocket and cargo pockets were described as a must by everyone. The thigh cargo pockets should be moved to the side of the pant and the shears pockets to the front. Positioning of all pockets and whether we have more or less in different locations needs further work.

4. The material could be better

The material tested was water resistant, which was practical and proved to be popular; however, the material did not breathe, which made it hot for some paramedics. It was also noted to make a lot of noise when you walk. More work on material is needed.

5. Kneepads need work

The kneepads were valued, but they were noted as bulky and awkward, with current design. This design feature should be reviewed and re-trialled.



CARGO PANTS

"Hot humid day. Pants cool and comfortable."

"Excellent lightweight fabric. Love the kneepads and vents."

"Pants light and comfortable on hot day. Wore for 12 hour shift in hot humid conditions, felt very light."

"Fabric excellent water resistant properties."

"Not enough pockets!!"

"Knee pads good although sweat on knee, behind knee pads causes fabric to stick to skin, irritating"

"Fabric noisy when legs rub together - others got annoyed at me when they hear me coming!!"

RTI Release



CARGO PANTS

What now...?

- Agreements for cargo pants needed before progression.
- Material needs review and re-consideration given the feedback, heat and comfort are paramount:
 - Fabric options that breathes
 - Lighter whilst not compromising the waterproof nature
 - Less noise from friction
- Pocket size and placement should be reviewed and considered in light of the overall paramedic ecosystem of 'storage' solutions (i.e., kit bags vs. personal storage vs. trucks storage, so on)
- Replace waist clip adjustment mechanism with elastic with button sizing adjustment
- Velcro - increased strength and grade recommended
- Size and fit – waist to be reconsidered (longer...?).



RTI Release

UNDERGARMENTS

The bamboo undershirt was very comfortable to wear, kept paramedics cool, wicked sweat and suppressed body odour.

The long johns did not cool wearers, and participants reported that they felt uncomfortable, hot and restricted wearing these items. These may need to be considered appropriate for use in combination with lighter weight cargos for winter only. Thermal properties (warming) were not tested due to season – this would be of value. Overall the material – though useful in terms of cooling and wicking for upper body– became easily overstretched and lost shape for lower body. This material needs to be reviewed, as a result.

REVIEWED

UNDERGARMENTS

1. The feel of the material was a winner

Everyone loved the feel of the material. Some found having several layers on in the heat too bulky or restrictive (for pants); but on it's own as a top, some found the undershirt a great option for hanging at the station before a call and sleeping in, without the polo.

2. The undershirt serves it's purpose well

The short sleeve shirt was noted as comfortable, wicked sweat away and also happily, suppressed body odour. In addition, the unstructured nature of the polo shirt meant that the material could cling, so many women felt more comfortable having another layer under it.

3. The long pants don't cool you

No-one felt the long johns kept them cool, many found them uncomfortable in the hot and humid weather – so rather than wicking it tended to add to the feeling of being hot. It is suggested that these be tested in cooler weather – and maybe seen as cold weather garments only, especially if the material for cargos is chosen to be a lighter grade.

4. Testing for thermal fitness of purpose

We tested the uniform in summer, so as-yet, don't know how well they function as thermals. Most paramedics suggested they would be good once it got cold. This is of value to test and confirm before committing to mass manufacture.

5. The material is prone to stretching

The bamboo material is soft and stretches easily; however, over the course of the trail, the long-johns were seen to stretch out of shape and become baggy. Additional testing of alternate material types is recommended.



RTI Release

UNDERGARMENTS

"Great love it. Keeps you cool and comfortable, keeps its shape." (tops)

"Bamboo is comfortable and hardly any sweating I noted and has kept my temperature seemingly constant - I'm surprised."

"I love this (undershirt), I wish I knew where I could get 10 of them for home. The material feels great and keeps you cool, just as it should."

"Did not like wearing bamboo long pants underneath - irritating and hot."

"Undershirt works well!"

"Shirt works well with undershirt - very hot though! Absorbs sweat well but core is too hot."



UNDERGARMENTS

What now...?

- Agreements for undergarments needed before progression.
- Material types of different stretch and percentage of bamboo vs. other fabric types should be evaluated (e.g., more elastin vs. less – effect on heating / cooling, so on).
- Stress test for stretching / deformation over time needs to be considered – so that mass production does not occur with sub-optimal material type that will ultimately cost more to produce and replace
- Test thermal nature of undergarments in winter to ensure their fitness for purpose
- Consideration of compression nature within undergarments (impact on muscle fatigue)



FLEECE

The fleece was universally loved by on-road participants. It was seen as light and durable, easy to clean and very comfortable and warm to wear. Some participants had a desire for more pockets for storage of personal items, and this is something that could be reviewed in future iterations of the design. Colour and rank are also yet to be handled with this item of clothing.

RTI REQUEST



FLEECE

1. The fleece was universally loved

It's comfortable, warm and easy to wash and wear. All feedback about the fleece was positive, with those that didn't participate in the trial also noting they liked this item of clothing. The current winter jacket is already the most popular item in the on-road uniform and this is an excellent replacement piece.

2. The need to be visible

The high visibility standards make paramedics look like tradespeople and this means they are easy to see, but caused great dissatisfaction among those that took part in the trial. Overall, the design should be safe and appropriate, but designed so paramedics are easily identified as paramedics and have a quality that stands them out for professionalism and distinctive style – not strictly adhering to standards will achieve this, and still keep the team safe.

3. Pockets and storage

The need for storage areas that means paramedics can hold items on themselves personally was raised by all that participated. Although the issue of pockets and the need to carry personal items is not dismissed as important – it will be critical for the uniform team to consider the wider ecosystem of the paramedic and ensure we don't allow too much storage on items of clothing that are not intended to handle a heavy load. The polo is one example. The fleece, however, is an item of clothing that could appropriately handle more pockets. For example, hidden internal pockets with a zip could be of value, as could larger pockets at the front.



FLEECE

"Very comfortable, good fit. Comments from others are positive."

"Probably my favourite piece in the uniform. Comfortable, warm, not too hot, effective collar, not too bulky."

"Raining - comfortable, good pockets, zip + mesh liner. Workable fleece jacket!!"

"The lined fleece is great. The fleece is shower repellant, it has a nice fit, nice neck collar. Simple comfortable, excellent."

"Loved it."

RTI Released



FLEECE

What now...?

- Agreements for the fleece needed before progression.
- Of the most importance to the fleece design and finalizing it is:
 - Colour
 - High-visibility
 - Visibility
- Rank and how that appears on the fleece needs to be considered and discussed.
- Pockets – additional or not? To be considered in light of all clothing items and also the wider paramedic ecosystem (e.g., trucks, station, on person).



RTI Release

JACKET

The jacket is comfortable and warm - yet light to wear - meaning it was well liked. Some noted this item as bulky and boxy - meaning it got in the way of patient treatment at times. The option of standards related high-visibility on this jacket is a possible way to meet standards on some items of clothing, and focus more on 'visibility' across others, making this jacket more like the turn-out jacket seen across other services. More discussion around this point is needed.

RTI REQUEST

JACKET

1. Generally well liked

Out west, where it can get very cold, this jacket is a useful addition to the rest of the outfit. It can be put over the top of the fleece and polo, or just put on over the top of the polo. Of note was how well designed the sleeves and fit around the cuffs were.

2. Determining the purpose of this item

The jacket is a very square, wide cut. The bulk can get in the way of the treatment of patients as the sleeves can't be pushed up easily. Is this jacket more a turn-out coat and does high-visibility standards find a relevant place here? More discussion required.

3. High-visibility and standards

As mentioned, meeting high-visibility standards on this item, might be more relevant than – for example – the polo shirt or fleece. In this sense, a happy medium between visibility across other items and standards across another might be struck. Further discussion on this matter is required.

4. Velcro and zippers...

Some participants noted that the zipper didn't feel 'weighty' enough and due to the smaller size was fiddly to do-up. A larger more robust zipper needs to be considered and in addition – stronger Velcro (as was noted with other items).

5. More pockets...?

The jacket was noted to have handy pockets available for storage of items. However, some noted more pockets would be of value. This desire for pockets needs to be considered holistically in relation to other clothing items and the wider ecosystem.



s.47(3)(b)

JACKET

“Black jacket is comfy and lightweight. Staff who saw this during night shift thought it was nice and professional.”

“The combo water resistant jacket lacks purpose - I can't see the point of it when we have a raincoat and a jumper.”

“Too long. Nice and lightweight. Hood was great in the rain. Was easy to get on and off which I liked and the velcro spots were an effective close. Great visibility in the dark.”

“Too bulky to work in.”

“Shapeless. Feels like a bus drivers jacket. Horrible.”

“Love the see through bits on the hood!”



JACKET

What now...?

- Agreements for the jacket is needed before progression.
- Test with more robust, larger zippers and velcro tighteners on wrist area for better ease of use and wearability.
- The question of pockets needs to be discussed in
- As with the fleece, different high visibility options should be considered – especially in relation to meeting standards vs. meeting visibility.



RTI Release



RAINCOAT

The raincoat was one of the most popular items of clothing trialed. Paramedics loved the lightweight, quick dry material – suggesting it was perfect for days that are wet, but still hot. In comparison to the current raincoat – it was noted as a vast improvement. Again feedback centred around pockets and storage – as with other items – we need to consider a wider uniform and paramedic ecosystem before determining how many clothing items we want to overload with pockets.

RAINCOAT

1. The raincoat is a winner!

It's lightweight, dries quickly and is easy to scunch up and store in the trucks. It is perfect for keeping rain off without overheating too – which made it a stand-out item. The true judgement of how effective this piece was, could be seen in the lower level of response to it – mainly people were happy and said “It's great I love it” – with little negative commentary.

2. Reflective tape...?

The trial version looked bright, however, it did not have any reflective tape, which meant that it was still hard to see at night. As with many other items – we are yet to trial visibility and actual colour – this needs to be properly resolved for the design to come together across all items.

3. Again with the pockets!

As with just about every other item reviewed, the trial participants noted that they wanted more pockets. As noted previously – we need to consider the wider ecosystem before determining the right design decision.

4. Access to gear was noted as problematic

It should be remembered that this is a raincoat – however, access to the radio when wearing this item was noted as problematic. It protects from the rain well, but it did make treating patients while wearing it difficult, due to access to equipment kept on the upper body. Overall when making decisions – we need to consider the purpose of this item – that is a raincoat. Trying to retro-fit design features to solve for radios on the outside is not considered wise.



s.47(3)(b)

RAINCOAT

"Crappy wet + hot morning. The light rain jacket is a winner!"

"Like lightness and compactness of raincoat (1/2 weight and size of regular raincoat)."

"Wore rain jacket and it was awesome."

"Probably needs some reflective striping or writing as it as it's not very visible in gloomy weather (or in the dark!)."

"Maybe a bit longer cut of coat - particularly if you are doing away with overpants."

"It would be good if the hood could fold away."



RAINCOAT

What now...?

- Agreements for the raincoat is needed before progression.
- Trial with visibility vs. reflective features.
- Trail different colour ways with match with the visibility approach.
- Similarly – where does rank fit?
- Consider better access to torso through Velcro or zipper areas on the front chest of the garment.
- Consider pockets in relation to the wider uniform ecosystem.



MATERNITY

The maternity uniform received feedback consistent with the other participants in terms of common items (polo shirt, fleece, jacket, raincoat, so on). The ribbed material at the top of the pants was noted as not strong enough to keep the cargos up while working, due to the weight they carry, so an alternate will need to be investigated.

RTI RELEASE

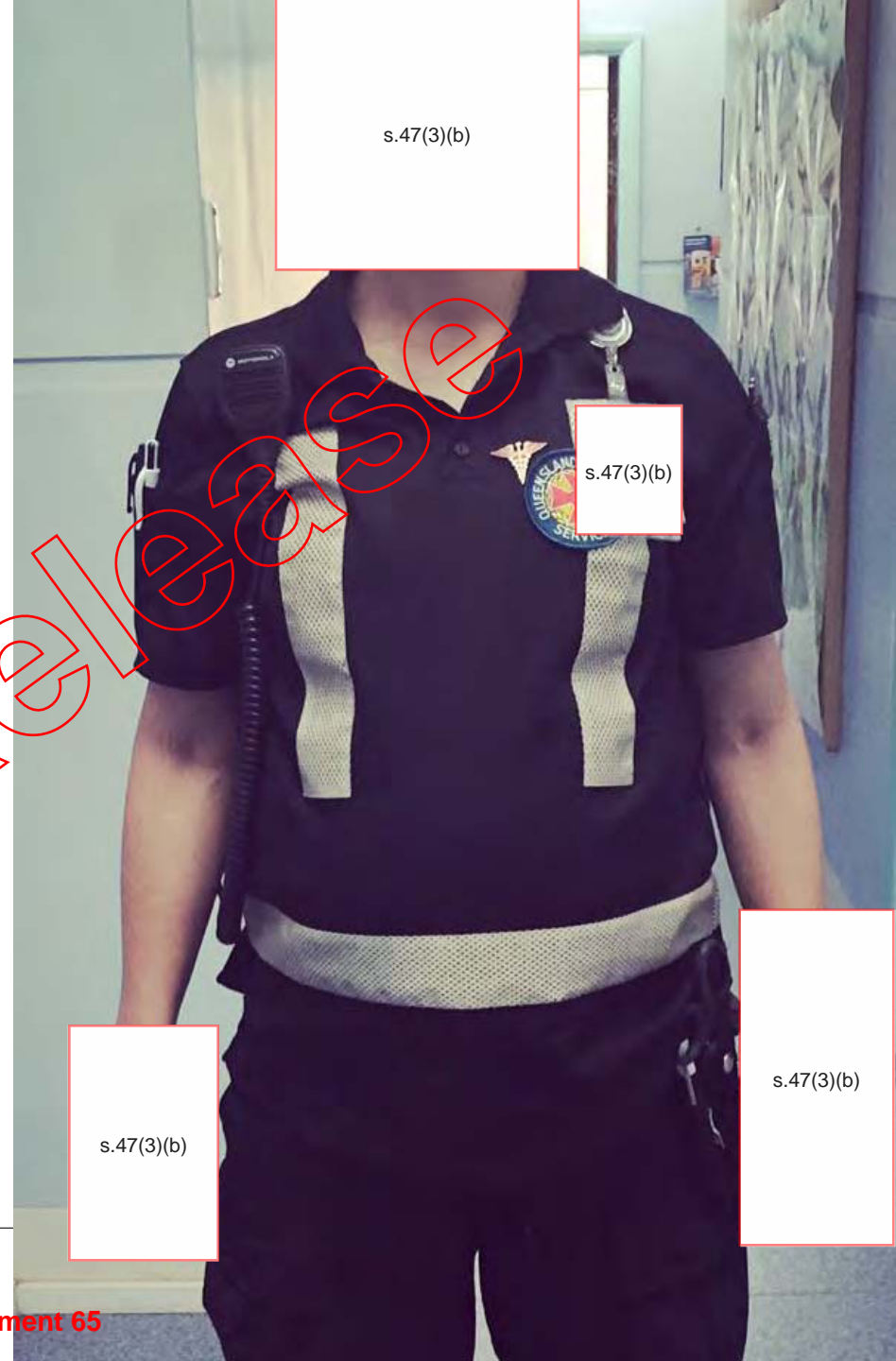
MATERNITY

1. Keeping pants up

The ribbed material used to hold the pants up on the cargos did not work well for participants. They had trouble keeping the pants up and it was also noted as uncomfortable. It actually ended up breaking for one participant – not boding well for manufacture and roll-out in the current form. This will need to be reviewed in terms of fabric and fit – with additional research into a range of maternity pants and how they are cut and fit – recommended moving forward.

2. Everything else works well

The two trial participants of the maternity uniform had comments that echoed the comments in relation to other items (e.g., polo, fleece, raincoat, etc.).



s.47(3)(b)

s.47(3)(b)

s.47(3)(b)

s.47(3)(b)

MATERNITY

“Certainly looking into better material for the “over belly” part of the waistband is a must, the stretchy material is terrible and will not stay up, I think even with another size they wouldn’t keep pants up”

“I wore this uniform for about 4 days but had to stop as I found that the ribbed material on the top of the pants was not strong enough to hold the pants up. As a Paramedic we do put a bit into our pockets, therefore the weight also, but having said that the ribbed material stretches really easily and stays stretched. I found this ribbed material to be extremely thick especially that it was double layered.”



MATERNITY

What now...?

- Agreements for the maternity uniform is needed before progression.
- Contextual research into the different options for pants and ribbed elastic areas suggested (noting specific maternity brands for everyday wear and use as a key focus).
- Look into alternative means to hold pants up (ribbing vs. belting vs. elasticated, so on).



s.47(3)(b)

s.47(3)(b)

s.47(3)(b)

Outstanding questions:

While we have learned a lot through this trial, there are a number of refinements that need to be made and tested before we are in a good position to finalise the design specification.

Some major questions that remain include:

- How do we better manage storage and the desire to carry personal items across the paramedic ecosystem? (i.e., on person, in truck, at station)
- Have we adequately trialled and dismissed the idea of a vest – is the vest more appropriate for carrying items, as opposed to visibility purpose?
- What is the optimal material for the polo shirts, cargo pants and undergarments? Have we adequately stress tested the qualities and durability of all before production?
- How is visibility managed across the whole uniform?
- How do we handle rank and identification?
- What colours should the uniform be?



QAS Uniform Trial
January 2015

COMMS DIARY

APPENDIX B:

Communications uniform

RTI Release

OVERVIEW

The communications uniform trial was plagued with issue that served to distract from the very essence of prototyping...that is, to fail fast, refine thinking, and make it better. We certainly learnt some clear lessons for what will and won't work in this area, and the biggest caution for the communications team uniform are sizing, fit and rank.

RTI Release

Defining a Success Criteria

The research and prototyping has highlighted the following criteria to measure the uniform's performance. Underpinning each criteria is a set of requirements, against which the uniforms will be assessed.



Design requirements that will uplift experience performance and satisfaction.

Expected/minimum operational requirements to ensure the uniform is fit for purpose.

The uniform looks contemporary, smart and professional.

The uniform is comfortable to wear and keeps paramedics as cool as possible

The uniform is robust and will not break or degrade easily

The uniform performs its functions well

Aesthetics

Comfort

Durability

Functionality

RTI Release

Defining a Success Criteria

The requirements against which the uniforms will be assessed.

AESTHETICS	<ul style="list-style-type: none">• Well presented / smart / contemporary• Easily recognisable as QAS (to public and other emergency services)• Stylish, modern, “wow”
COMFORTABLE	<ul style="list-style-type: none">• Fabric and cut of garments feel good to wear• Enables wearer to regulate their body temperature• Provides freedom of movement
DURABLE	<ul style="list-style-type: none">• Does not require regular repair• Keeps structure and integrity - does not stretch, pill or pull
FUNCTIONAL	<ul style="list-style-type: none">• Visible in all conditions• Provides adequate protection from sun and contaminants• Includes adequate storage on body• Easy to maintain

RTI RELEASE

ROAD-TESTING: COMMUNICATIONS UNIFORM



FITTED SHIRT

The fitted shirt caused much trouble when first sent out – mainly due to sizing not being right. This was due to the fact they were off-the-shelf and not custom made. When replaced to fit better – the communications staff reported the shirts were light and felt comfortable, with many preferring the short sleeve. The pin striped shirt that was looser and more ‘boxy’ – was seen as an excellent replacement for the more tailored shirt – as fitting was more forgiving.

FITTED SHIRT

1. Sizing needs very close attention

Sizing issues highlighted by the trial show there is little relationship between the sizing of high street items, and the current uniform size. This does not matter in the long run, as long as the sizing for the uniforms is internally consistent.

2. The cut that is best...

The cut needs to be as flattering as possible for women of different shapes and sizes. The cut that is most universally flattering and fits well are those that are more boxy and less tailored (or fitted). This means that team members will be comfortable to sit in for extended periods, and not feel restricted or embarrassed by ill fitting clothing.

3. Short sleeve is best

Participants liked the short sleeve much more than the ¾ women's sleeve, or full length men's shirts. It should be cautioned that we tested in summer months – and discussion is needed around appropriateness for winter or cooler months.

4. People like pockets in comm's too...

Though storage is not as big an issue for comm's teams as it was for on roaders – it was still noted. However, pockets on shirts are cautioned against.

5. Rank needs to be explored

As identification and rank was a central issue to many communications staff, the uniform will need to consider in more depth and detail how their rank and role will potentially be reflected. More discussion required.



FITTED SHIRT

“Quite comfortable easy to wash and wear but didn’t like leaving my shirt un-tucked as the cut makes you do that.”

*“Don’t like the long sleeve formal shirt at all, I have no need to wear again, very uncomfortable.” (*male)*

“Short sleeve much better!”

“I am also wondering about how unprofessional an un-tucked shirt is. I tried to tuck it in but it looks ridiculous and unprofessional and like I have no pride in my appearance.”

“A tailored shirt is not appropriate for my work”

“Received good comments from others at work - lots liked the style of the short sleeve and that it can be worn outside of the trousers.”

“Pin striped shirt is very light and comfortable.”

“I like the office style and stretchy material. I feel more like I work in an office. I like not having to tuck it in.”

“I miss having a spot for my pens or clip my door pass.”



FITTED SHIRT

What now...?

- Agreements for the fitted shirt is needed before progression.
- Formal measurement of a range of women in the communications centre is suggested, to get accurate sizing and patterns moving forward.
- Rank is contentious and needs to be considered. It is a tough design problem to get right – and it is especially important to the emotional needs of the communications teams.
- Once a range of options determined, it is recommended to include this new system in several design iterations and trials, so that staff see a more finished, high resolution potential version.



TROUSERS

The men's trousers worked well and there was little issue noted in the trial. The women loved the wash and wear nature of their trousers, but the cut was not flattering on most women in the trial, making them feel them uncomfortable. This will need to be resolved.

RTI Release

TROUSERS

1. The material is good

Most participants found it very comfortable to wear and sit in for long periods.

2. Sizing and cut needs closer attention

As with the shirts, the cut needs to be as flattering as possible for women of different shapes and sizes, to be comfortable to sit in for extended periods.

3. Trousers work for corporate & casual

They are a simple cross functional item that matched and looked professional and appropriate no matter whether you wore a polo or shirt.

4. Pockets are important

This is a consistent theme for everyone for all garments – people like to have easy to access and deep pockets. They were noted to have poor access (the opening) was not adequate enough – so this aspect needs review.



TROUSERS

"Good to wash and wear"

"Wash and wear trouser, got to be happy with that"

"Stretchy and feel good"

"Comfortable and stretchy material. Not hot."

"Felt hot in the pants - seem soft but too thick"

"Love the material of the pants, don't like the style."

"Pants need back pockets and deeper front pockets - they couldn't hold anything."

"I find these pants are missing all the functionality of my cargo pants for my current uniform. The belt loops are tiny and not practical. The pockets are for style and don't work. I miss having pockets for my things. I do like the thicker band around the waist but it's too high for my body style."

"Not cut to my body shape."



TROUSERS

What now...?

- Agreements for the trousers is needed before progression.
- We suggest a tailor to measure a range of women in several communications centres to get accurate sizing and patterns for next trial or final design.
- Pockets and size of opening needs to be considered.
- Based on other examples – belt vs. elastic waist might be considered for review and discussion.



BLAZER

The blazer was not considered a practical garment for Communications staff, as they sit for 12 hours a day inside. Initially this item was chosen for the ease of matching the more formal dress uniform – and the step toward a more corporate appearance. However, the feedback gathered suggested that the blazer should be replaced with a jumper or cardigan. More discussion required.

RTI Release

BLAZER

1. The blazer was seen as impractical

It looks smart, but will be worn very rarely – such was the sentiment of trial participants. A more practical and comfortable approach was desired. Despite this – we need to discuss the relevance of a blazer for more formal appearances and situations – clearly not an item that is clearly resolved.

2. Comfort is king...!

The current jumper that is supplied with the existing uniform is popular. A structured jumper or cardigan with appropriate identification and badging was noted to be a far more practical item than a blazer. Again, discussion is required before this item is removed – a cardigan is considered an additional item – not an instead of, in this instance.



RTI Release

BLAZER

"I am not sure when I'd wear this. It's too corporate and not practical. Wearing at my consol I found the back would pull tight as my arms move around the different keyboards and screens. I prefer my ambulance large jacket as it's practical, great pockets and pen places."

I tried to wear this again today but after a short time had to take it off. This type of jacket is not appropriate for my days to day duties...I really want a jacket in the uniform but it needs to be not tailored and meet all operational requirements."

"Nice to wear, keeps me warm. Only put it on because air conditioning was blowing hard and cold"



BLAZER

What now...?

- Agreements for the blazer is needed before progression.
- Jumper vs. cardigan merits to be discussed – with our recommendation more focused on a structured cardigan.
- The merits of the blazer need further discussion – as a more corporate appearance and tie-in to the dress uniform was initially desired.
- The new focus and direction should be considered holistically with other departments and areas of the organization.



POLO SHIRT

The polo was preferred by the majority of trial participants for night and weekend shifts. The material for women's polo must have some structure and weight and not be clingy – unlike on road uniform that focused on a lighter weight as the main focus. About a third of the workforce believes that wearing polo shirts during business hours is unprofessional. About the same number would like to wear the polo all the time. A strategic decision should be made in regard to options offered, that consider the communications team and their appearance holistically. We heard comfort is king – a polo is comfortable.

POLO SHIRT

1. An emotional design issue

Many people, especially in S-E QLD, find that the polo is unprofessional and that it takes away the commanding nature of their identity within the community (i.e., a service and uniform). In this sense, they found the polo to be far too casual for a front line service.

2. Lots of people really like it too...

There are a lot of communications staff who really like the polo. Even those who believe it to be unprofessional, think it is fine for night shifts and weekends. Overall a strategic design decision needs to be made that helps with overall management of emotions, and also one that will assist with rank discussions. More discussion is required.



POLO SHIRT

"Comfy, good to wash and wear"

"Really like it"

"No ironing was great but needs a pocket"

"Ugly ugly ugly. (fits well)"

"We want to present professionally if a film crew come in for the news."

"Great for night shirts and weekends"

"General consensus is the polo shirt is hated by girls - none of girls are happy with fabric and that we are all very unambulance."

"Feeling very non-ambulance"



POLO SHIRT

What now...?

- Agreements for the polo shirt is needed before progression.
- Holistically we need to discuss whether the overall aesthetic is to be formal or casual. This will help set the tone for items within the communications team.
- Decide what design tone is best suited to assist manage rank.
- Ensure that a better identification system is included in the trial so that staff see a more finished, high resolution version of rank and how they will be differentiated.



FLEECE

The fleece was popular with everyone, as with the on road paramedic version. All participants thought it was very comfortable - and it was actually intended as a casual jacket choice, as opposed to a cardigan - so decisions overall for design direction are needed. Some suggested it could be slightly thicker to allow for the cooler inside environment they work.

RTI REQUEST

FLEECE

1. Great – but could be warmer

All participants agreed it was a great item, however, many thought it should be thicker – as it did not keep some warm enough in the air-conditioned environment

2. To fit over a jumper or cardigan...?

The value of the fleece needs to be considered in terms of the blazer choice. If the blazer is replaced with a knitted top it should be designed to nest within the fleece. If the blazer is kept and a cardigan more desired – then the fleece may not be relevant anymore. More discussion is required on the strategic design direction for the communications area.



RTI Release

FLEECE

"Comfy, warm, feels good to wear"

"Comfortable, fits well."

"I find it's comfortable but not that warm. I would still prefer an over jacket that is thicker with more functionality"

"I like how this gives me basic comfort and warmth. I like that the sleeves stay up when I push them up on a call. It's generally nice to wear."

"It didn't keep me as warm as I thought it would."

"The fleece is great and has pockets!"

RTI RELEASED



FLEECE

What now...?

- Agreements for the fleece is needed before progression.
- Consider material that is thicker – better allowing for the communications team work environment.
- Decision around relevance of fleece vs. cardigan are needed. More discussion required on this and overall design direction, before design direction can be resolved.



RTI Release

Outstanding Questions:

While we have learned a lot through this trial, there are a number of refinements that need to be made and tested before we are in a good position to finalise the design specification.

Some major questions, still to resolve include:

- What is the strategic design direction for the communications uniform – formal or more casual?
- What is the optimal sizing block for female pattern making?
- Should there be different options for each item to better suit differing body shapes?
- Is a cardigan or a structured jumper with badging an appropriate alternative to the blazer?
- Are skirts being trialled?
- What colour should the uniforms be?
- How will rank be best displayed on casual vs. more formal options?

Never doubt that a small group of thoughtful, committed people can change the world. Indeed, it is the only thing that ever has.

-Margaret Mead

RTI Release

TAX INVOICE



Attention:

Ian Tarr
Executive Manager
Fleet & Equipment
Service Planning & Performance
Queensland Ambulance Service
Department of Health
45 College Street
Hamilton QLD 4007

Level 7
160 Queen Street
Melbourne 3000
ABN : 68 103 134 087

t: +61 3 9670 3385
e: accounts@symplicit.com.au

Project: QAS004: Development of Design Specifications for Operational and Dress Uniforms - Change Request - Cost for materials - prototype/samples

Invoice No: 1686
Invoice Date: 04/05/2015
Terms: 30 days
PO Number: PENDING

Item	Description	Amount
Expenses	On Road samples	s.47(3)(b)
	Communication Team samples	
	Postage for samples	4,967.42
	Packing for samples	1,363.64
	Flights	994.63
	Accommodation	140.45
	Taxi	42.49
	Car Hire	105.45
	Subsistence	72.70
	Email: s.47(3)(b)@ambulance.qld.gov.au	

Subtotal	99,835.26
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GST	9,983.53
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Total	\$109,818.79
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Payment Details

s.47(3)(b)

PLEASE USE INVOICE NUMBER AS REFERENCE

For any queries please email accounts@symplicit.com.au

TAX INVOICE



Attention:

Ian Tarr
Executive Manager
Fleet & Equipment
Service Planning & Performance
Queensland Ambulance Service
Department of Health
45 College Street
Hamilton QLD 4007

Level 7, 160 Queen Street
Melbourne 3000
ABN : 68 103 134 087

t: +61 3 9670 3385
e: accounts@symplicit.com.au

Project: QAS001: Development of Design Specifications for Operational and Dress Uniforms

Invoice No: 1640
Invoice Date: 02/04/2015
Terms: 30 days
PO Number: PENDING

Item	Description	Amount
Professional Fees	Final Phase Three professional fees: Run diary study trial and gain daily feedback on uniform performance Refine the design as feedback is received Feedback insights to core QAS team Email s.47(3)(b)@ambulance.qld.gov.au	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: auto;">s.47(3)(b)</div>

Subtotal	23,100.00
GST	2,310.00
Total	\$25,410.00

Payment Details

s.47(3)(b)

PLEASE USE INVOICE NUMBER AS REFERENCE

For any queries please email accounts@symplicit.com.au

By Cheque: Symplicit Pty Ltd
Level 1, Suite 103, 757 Bourke Street, Docklands VIC 3008

QAS ammended uniform item list
Including 'off the peg' communications uniforms

December 15th 2014

RTI Release

IAN TARR
EXECUTIVE MANAGER
FLEET & EQUIPMENT

15-12-14

s.47(3)(b)

Trial Pack A (20 ppl)	20 x Cargos A	2 x size 8	2 x size 77
		3x size 12	3 x size 87
		3x size 16	3 x size 97
		2 x size 20	2 x size 102
	20 x Short Sleeve Polo A	2 x size 8	2 x size S
		3 x size 12	3 x size L
		3 x size 16	3 x size XXL
		2 x size 20	2 x size XXXL
	20 x Long Sleeve Polo A	2 x size 8	2 x size S
		3 x size 12	3 x size L
		3 x size 16	3 x size XXL
		2 x size 20	2 x size XXXL
	20 x Fleece A	2 x size 8	2 x size 92
		3 x size 12	3 x size 102
		3 x size 16	3 x size 112
		2 x size 20	2 x size 117
	20 x Jacket A	2 x size 8	2 x size 92
		3 x size 12	3 x size 102
		3 x size 16	3 x size 112
		2 x size 20	2 x size 117
	20 x Water-Proof Jacket	2 x size 8	2 x size 92
		3 x size 12	3 x size 102
		3 x size 16	3 x size 112
		2 x size 20	2 x size 117
	20x Longsleevesleeve Thermal Top	2 x size 8	2 x size S
		3 x size 12	3 x size L
		3 x size 16	3 x size XXL
		2 x size 20	2 x size XXXL
	20 x Shortsleeve Thermal Top	2 x size 8	2 x size S
		3 x size 12	3 x size L
		3 x size 16	3 x size XXL
		2 x size 20	2 x size XXXL
	20 x Thermal Leggings	2 x size 8	2 x size S
		3 x size 12	3 x size L
		3 x size 16	3 x size XXL
		2 x size 20	2 x size XXXL
		2 x size 8	2 x size S

IAN TARR
EXECUTIVE MANAGER
FLEET & EQUIPMENT

s.47(3)(b)

DOH-DL 15/16-024

RFI Document 99

15-12-14

Trial Pack B (20 ppl)	20 x Cargos B	2 x size 8	2 x size 77
		3 x size 12	3 x size 87
		3 x size 16	3 x size 97
		2 x size 20	2 x size 102
	10 x Shortsleeve Polo A	1 x size 8	1 x size S
		2 x size 12	2 x size L
		1 x size 16	1 x size XXL
		1 x size 20	1 x size XXXL
	10 x Shortsleeve Polo B	1 x size 8	1 x size S
		2 x size 12	2 x size L
		1 x size 16	1 x size XXL
		1 x size 20	1 x size XXXL
	10 x Longsleeve Polo A	1 x size 8	1 x size S
		2 x size 12	2 x size L
		1 x size 16	1 x size XXL
		1 x size 20	1 x size XXXL
	10 x Longsleeve Polo B	1 x size 8	1 x size S
		2 x size 12	2 x size L
		1 x size 16	1 x size XXL
		1 x size 20	1 x size XXXL
	10 Fleece A	1 x size 8	1 x size 92
		2 x size 12	2 x size 102
		1 x size 16	1 x size 112
		1 x size 20	1 x size 117
	10 x Fleece B	1 x size 8	1 x size 92
		2 x size 12	2 x size 102
		1 x size 16	1 x size 112
		1 x size 20	1 x size 117
	10 x Jacket A	1 x size 8	1 x size 92
		2 x size 12	2 x size 102
		1 x size 16	1 x size 112
		1 x size 20	1 x size 117
	10 x Jacket B	1 x size 8	1 x size 92
		2 x size 12	2 x size 102
		1 x size 16	1 x size 112
		1 x size 20	1 x size 117
	20 x Waterproof Jacket	2 x size 8	2 x size 92
		3 x size 12	3 x size 102
		3 x size 16	3 x size 112
		2 x size 20	2 x size 117

IAN TARR
 @

IAN TARR
 EXECUTIVE MANAGER
 FLEET & EQUIPMENT
 15-12-14

s.47(3)(b)

Trial Package C (20 ppl)	20 cargos C	2 x size 8	2 x size 77
		3 x size 12	3 x size 87
		3 x size 16	3 x size 97
		2 x size 20	2 x size 102
	20 x Shortsleeve Polo B	2 x size 8	2 x size S
		3 x size 12	3 x size L
		3 x size 16	3 x size XXL
		2 x size 20	2 x size XXXL
	20 x Longsleeve Polo B	2 x size 8	2 x size S
		3 x size 12	3 x size L
		3 x size 16	3 x size XXL
		2 x size 20	2 x size XXXL
	20 x Fleece B	2 x size 8	2 x size 92
		3 x size 12	3 x size 102
		3 x size 16	3 x size 112
		2 x size 20	2 x size 117
	20 x Jacket B	2 x size 8	2 x size 92
		3 x size 12	3 x size 102
		3 x size 16	3 x size 112
		2 x size 20	2 x size 117
	20 x Waterproof Jacket	2 x size 8	2 x size 92
		3 x size 12	3 x size 102
		3 x size 16	3 x size 112
		2 x size 20	2 x size 117
	20 x Longsleeve Thermal Top	2 x size 8	2 x size S
		3 x size 12	3 x size L
		3 x size 16	3 x size XXL
		2 x size 20	2 x size XXXL
	20 x Shortsleeve Thermal Top	2 x size 8	2 x size L
		3 x size 16	3 x size XXL
		2 x size 20	2 x size XXXL
	20 x Thermal Leggings	2 x size 8	2 x size S
		3 x size 12	3 x size L
		3 x size 16	3 x size XXL
		2 x size 20	2 x size XXXL

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15-12-14

s.47(3)(b)

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Communications (36 ppl)			
Off the peg pieces		Female	Male
	Dress Pants (36)	1 x size 8	1 x size 82
		5 x size 10	2 x size 87
		3 x size 12	4 x size 92
		8 x size 14	1 x size 97
		3 x size 16	2 x size 107
		1 x size 18	
		5 x size 20	
	Shortsleeve Polo Shirt (36)	1 x size 8	1 x size 82
		5 x size 10	2 x size 87
		4 x size 12	4 x size 92
		6 x size 14	1 x size 97
		4 x size 16	2 x size 107
		1 x size 18	
		5 x size 20	
	Longsleeve Shirt (36)	1 x size 8	1 x size 82
		6 x size 10	2 x size 87
		3 x size 12	4 x size 92
		6 x size 14	1 x size 97
		4 x size 16	2 x size 107
		1 x size 18	
		5 x size 20	
	Fleece (36)	1 x size 8	1 x size 82
		6 x size 10	2 x size 87
		3 x size 12	4 x size 92
		6 x size 14	1 x size 97
		4 x size 16	2 x size 107
		1 x size 18	
		5 x size 20	
	Blazer (36)	1 x size 8	1 x size 82
		6 x size 10	2 x size 87
		3 x size 12	4 x size 92
		6 x size 14	1 x size 97
		4 x size 16	2 x size 107
		1 x size 18	
		5 x size 20	

DRAFT

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EXECUTIVE MANAGER
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15-12-14

s.47(3)(b)

Maternity wear (2 ppl)		
	Cargo Pants	1x size 8
		1x size 12-14
	Polo Shirt	1x size 8
		1x size 12-14
	Fleece Jacket	1x size 8
		1x size 12-14

RTI Release

IAN TARR
EXECUTIVE MANAGER
FLEET & EQUIPMENT

15-12-14

s.47(3)(b)

15th October, 2014

Michelle Coghlan
 Procurement
 Queensland Ambulance Service

Uniform Redesign Project (Contract A-3304)
Change request - Costs for diary study extension- prototypes / samples

Dear Michelle,

Please find below our costs to provide the Queensland Ambulance Service with the materials to create the prototypes as a part of the diary study extension.

These costs cover the preparation and delivery of more batches of prototypes for the planned Diary Study (726 constructed samples).

ONROAD UNIFORM				COSTS	
Total Numbers		Female	Male	Per piece	Total
	<i>Cargo A</i>	2 x size 8	2 x size 77		
	20	3 x size 12	3 x size 87		
		3 x size 16	3 x size 97		
		2 x size 20	2 x size 102		
	<i>Cargo B</i>	2 x size 8	2 x size 77		
	20	3 x size 12	3 x size 87	s.47(3)(b)	s.47(3)(b)
		3 x size 16	3 x size 97		
		2 x size 20	2 x size 102		
	<i>Cargo C</i>	2 x size 8	2 x size 77		
	20	3 x size 12	3 x size 87		
		3 x size 16	3 x size 97		
		2 x size 20	2 x size 102		
	<i>Short Sleeve Polo A</i>	3 x size 8	3 x size S		
	30	5 x size 12	5 x size L	s.47(3)(b)	s.47(3)(b)
		4 x size 16	4 x size XXL		
		3 x size 20	3 x size XXXL		
	<i>Short Sleeve Polo B</i>	3 x size 8	3 x size S		
	30	5 x size 12	5 x size L		
		4 x size 16	4 x size XXL		
		3 x size 20	3 x size XXXL		
	<i>Long Sleeve Polo A</i>	3 x size 8	3 x size S		
	30	5 x size 12	5 x size L	s.47(3)(b)	s.47(3)(b)
		4 x size 16	4 x size XXL		
		3 x size 20	3 x size XXXL		
	<i>Long Sleeve Polo B</i>	3 x size 8	3 x size S		

	30	5 x size 12	5 x size L		
		4 x size 16	4 x size XXL		
		3 x size 20	3 x size XXXL		
	<i>Fleece A</i>	3 x size 8	3 x size S		
	30	5 x size 12	5 x size 102		
		4 x size 16	4 x size 112		
		3 x size 20	3 x size 117	s.47(3)(b)	s.47(3)(b)
	<i>Fleece B</i>	3 x size 8	3 x size S		
	30	5 x size 12	5 x size 102		
		4 x size 16	4 x size 112		
		3 x size 20	3 x size 117		
	<i>Jacket A</i>	3 x size 8	3 x size S		
	30	5 x size 12	5 x size 102		
		4 x size 16	4 x size 112		
		3 x size 20	3 x size 117	s.47(3)(b)	s.47(3)(b)
	<i>Jacket B</i>	3 x size 8	3 x size 92		
	30	5 x size 12	5 x size 102		
		4 x size 16	4 x size 112		
		3 x size 20	3 x size 117		
	<i>Water-Proof Jacket</i>	6 x size 8	6 x size S		
	60	10 x size 12	10 x size L	s.47(3)(b)	s.47(3)(b)
		4 x size 16	4 x size XXL		
		6 x size 20	6 x size XXXL		
	<i>Long Sleeve Thermal Top</i>	6 x size 8	6 x size S		
	60	9 x size 12	9 x size L	s.47(3)(b)	s.47(3)(b)
		9 x size 16	9 x size XXL		
		6 x size 20	6 x size XXXL		
	<i>Short Sleeve Thermal Top</i>	6 x size 8	6 x size S		
	60	9 x size 12	9 x size L	s.47(3)(b)	s.47(3)(b)
		9 x size 16	9 x size XXL		
		6 x size 20	6 x size XXXL		
	<i>Thermal Leggings</i>	6 x size 8	6 x size S		
	60	9 x size 12	9 x size L	s.47(3)(b)	s.47(3)(b)
		9 x size 16	9 x size XXL		
		6 x size 20	6 x size XXXL		
Total Onroad Garment Count	540	270	270		
COMMS UNIFORM				COSTS	
This Uniform to be run in original sample colours - black and white.				Per piece	Total
		Female	Male		
	<i>Dress Pants</i>	6 x size 10	6 x size 82		
	36	6 x size 14	6 x size 92	s.47(3)(b)	s.47(3)(b)
		6 x size 20	6 x size 107		
	<i>Short Sleeve Polo Shirt</i>	6 x size 10	6 x size XS		
	36	6 x size 14	6 x size M	s.47(3)(b)	s.47(3)(b)
		6 x size 20	6 x size XXXL		
	<i>Long Sleeve Shirt</i>	6 x size 10	6 x size XS		

	36	6 x size 14 6 x size 20	6 x size M 6 x size XXXL	s.47(3)(b)	s.47(3)(b)
	<i>Fleece</i>	6 x size 10 6 x size 14 6 x size 20	6 x size XS 6 x size M 6 x size XXXL	s.47(3)(b)	s.47(3)(b)
	<i>Blazer</i>	6 x size 10 6 x size 14 6 x size 20	6 x size XS 6 x size M 6 x size XXXL	s.47(3)(b)	s.47(3)(b)
Total Comms Garment Count	180	90	90		
SPECIALITY UNIFORM PIECES					
<i>Maternity</i>	<i>Polo Shirt</i>	2 x Size TBC		s.47(3)(b)	s.47(3)(b)
	<i>Cargo Pants</i>	2 x Size TBC		s.47(3)(b)	s.47(3)(b)
	<i>Fleece Jacket</i>	2 x Size TBC		s.47(3)(b)	s.47(3)(b)
Total Speciality Pieces	6				
TOTAL GARMENT COUNT					
<i>Total Pieces</i>	726				
<i>Cost</i>	14,096				

Total costs for these materials comes to \$114,096 (excl. GST)

If our proposed approach meets your approval, please confirm your acceptance by returning a signed copy of this document.

Kind regards,

Cordelia Hewitt
Innovation Director

Authorised Representative Name

Authorised Representative Signature

Agreement

On behalf of Queensland Ambulance Service, I hereby accept this quotation.

Uniform Redesign Project (Contract A-3304)

Costs for materials – prototypes / samples - \$114,096 (excl. GST)

ACCEPTED BY:

Payment Details

Term of invoice is **30 days**.

By Direct Deposit

Reference:

BSB:

Account No:

s.47(3)(b)

By Cheque

Make out to:

Symplicit PTY LTD

Postal address:

Level 1, Suite 103, 757 Bourke St, Docklands, Victoria 3008

ABN 68 103 134 087

Style	Colour	Style Description	Fabric Composition	
			Main Fabric	Lining
AMB00017A	SPLICED YELLOW	UNISEX WINTER JACKET (OPTION A)	100% NYLON	100% POLYESTER
AMB00017B	CHARCOAL	UNISEX WINTER JACKET (OPTION B)	100% NYLON	100% POLYESTER
AMB0004	SPLICED YELLOW	UNISEX WATERPROOF JACKET	100% POLYESTER	
AMBM0001A	SPLICE YELLOW	MENS SHORT SLEEVE POLO TOP (OPTION A)	100% POLYESTER	95% COTTON 5% ELASTANE (COLLAR)
AMBM001b	CHARCOAL	MENS CARGO PANT (OPTION A)	100% POLYESTER	95% COTTON 5% ELASTANE (COLLAR)
AMBM0002A	CHARCOAL	MENS CARGO PANT (OPTION A)	100% NYLON	
AMBM0003A	SPLICED YELLOW	MENS FLEECE JACKET (OPTION A)	100% POLYESTER	100% POLYESTER
AMBM0003B	CHARCOAL	MENS FLEECE JACKET (OPTION B)	100% POLYESTER	100% POLYESTER
AMBM0020	CHARCOAL	MENS LONG SLEEVE THERMAL TOP	95% VISCOSE FROM BAMBOO 5% ELASTANE	
AMBM0021	CHARCOAL	MENS SHORT SLEEVE THERMAL TOP	95% VISCOSE FROM BAMBOO 5% ELASTANE	
AMBM0022	CHARCOAL	MENS THERMAL LEGGINGS	95% VISCOSE FROM BAMBOO 5% ELASTANE	
AMBM0023A	SPLICED YELLOW	MENS LONG SLEEVE POLO TOP (OPTION A)	100% POLYESTER	95% COTTON 5% ELASTANE (COLLAR)
AMBM0023B	CHARCOAL	MENS LONG SLEEVE POLO TOP (OPTION B)	100% POLYESTER	95% COTTON 5% ELASTANE (COLLAR)
AMBW0002B	CHARCOAL	WOMENS CARGO PANT (OPTION B)	100% NYLON	
AMBW0002C	CHARCOAL	WOMENS CARGO PANT (OPTION C)	100% NYLON	
AMBW0020	CHARCOAL	WOMENS LONG SLEEVE THERMAL TOP	95% VISCOSE FROM BAMBOO 5% ELASTANE	
AMBW0022	CHARCOAL	WOMENS THERMAL LEGGING	95% VISCOSE FROM BAMBOO 5% ELASTANE	

RTI REQUEST

Date	LASN	Ops attendees	Comms attendees	Comments
February 9 th 2015	Brisbane Comms Centre	0	7	Didn't like style, cut or fabric of prototypes. Wish to retain similar uniform as current. Regalia/rank very important.
February 9 th 2015	Metro North and South	15	0	Liked the concept/aesthetic. Didn't like the fluoro and found the fabric of the shirt and pants somewhat hot and sticky.
February 9 th 2015	Gold Coast	15	7	Comms staff had similar views to BNE Comms. Operational staff liked the concept of the pants and polo, wanted shorts but didn't want fluoro.
February 10 th 2015	Rockhampton	12	4	Comms staff quite happy with corporate look. Operational staff liked the concept of the pants and polo, wanted shorts but didn't like fluoro due to it being so common in the workplace.
February 11 th 2015	Townsville	5	2	Comms staff quite happy with corporate look. Operational staff quite liked the concept of the pants and polo, wanted shorts and felt the trial fabrics were far too hot and uncomfortable. Hi viz wear was poorly received.
February 12 th 2015	Cairns	15	10	Comms staff quite happy with corporate look. Operational staff quite liked the concept of the pants and polo, wanted shorts and felt the trial fabrics were unbearably hot and uncomfortable. Hi viz wear was poorly received. Thigh chaffing due to heat and humidity appeared to be an issue and a request for more muscle supportive underwear was raised to prevent the chafe (such as skins)
February 13 th 2015	Toowoomba	13	6	Both Comms and Operational staff liked the direction the aesthetic is heading in. Operational staff didn't like the hi viz but understood its purpose.
February 16 th 2015	Sunshine Coast	10	0	Operational staff liked the direction the aesthetic is heading in but had major concerns about the trial fabrics and the hi viz prototypes which were not well received.
General	All areas			Shorts were brought up a lot and so was the wish for an equipment vest. The hi viz shirt was disliked everywhere. There appeared to be a want for polo shirts in different fabric weights. Some females were wishing for front pockets on the polo shirt so the shirt didn't 'sit' on their chest. All areas wished for lots of pockets in both pants and shirt and staff seemed to usually carry around their field reference guide book. The need for a spectacle pocket on the shirt was raised several times. The need for breathable and easy care fabric a necessity. The under garments had mixed reception for use in warm weather, some found them effective, others a hindrance. All areas wanted to know about colour and how clinical role/rank was to be displayed.

QAS UNIFORM EXPENSES - SYMPLICIT ACTUALS

POSTAGE		Reference
	\$105.90	Aus Post receipts 1 QAS004
	\$107.82	Aus Post receipts 1 QAS004
	\$1,222.39	Aus Post receipts 2 QAS004
	\$531.20	Aus Post receipts 3 QAS004
	\$277.20	Aus Post receipts 4 QAS004
TOTAL	\$2,244.51	

COMMS UNIFORMS		
	s.47(3)(b)	Kathmandu receipts 1 QAS004
		Kathmandu receipts 2 QAS004
		Kathmandu receipts 2 QAS004
		Kathmandu receipts 3 QAS004
		Kathmandu receipts 3 QAS004
		QTCO receipt QAS004
		Spotlight expenses QAS004
		Target & BigW instore purchases
		Target & BigW instore purchases
		Target & BigW instore purchases
		Target & BigW instore purchases
		Target instore receipt
		Target online receipts QAS004 #030315
		Target online receipts QAS004 #352819
		Target online receipts QAS004 #47642053
		Target online receipts QAS004 #49520832
		Target online receipts QAS004 #49520832
	Target online receipts QAS004 #49520832	
	Target online receipts QAS004 #49520832	
	Target online receipts QAS004 #50115271	
	Target online receipts QAS004 #50243729	
TOTAL	\$11,118.53	

TRAVEL		
	\$154.50	Cairns accommodation_Feb
	\$1,094.09	Flights_Feb
TOTAL	\$1,248.59	

QAS - Uniform Redesign

Symplicit Overview

RTI RELEASE





Founded in 2003, we have been solving design problems of all shapes and sizes over 11 years.

We are a Customer Led Innovation Firm that takes a human focused approach, using a process called Design Thinking.

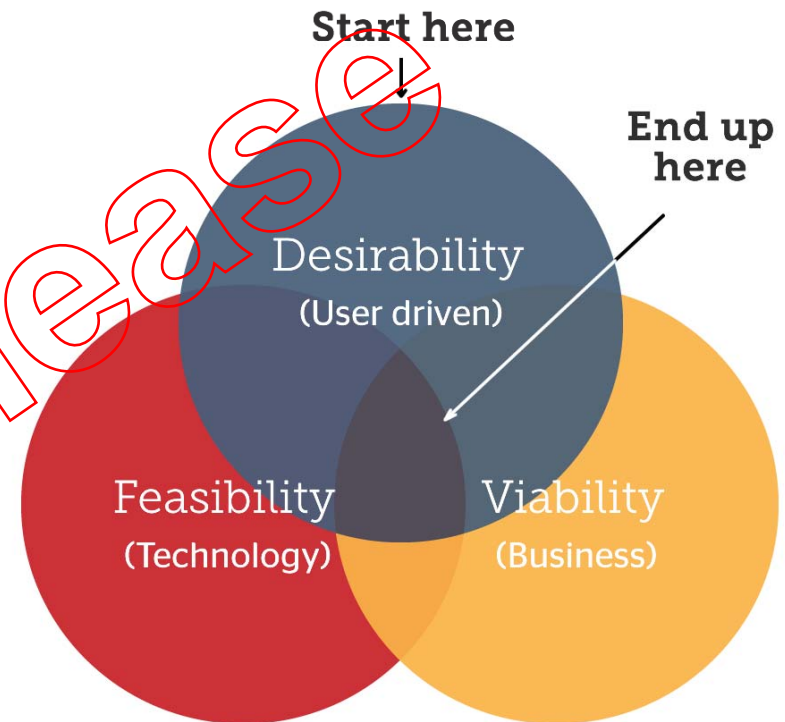
RTI Release



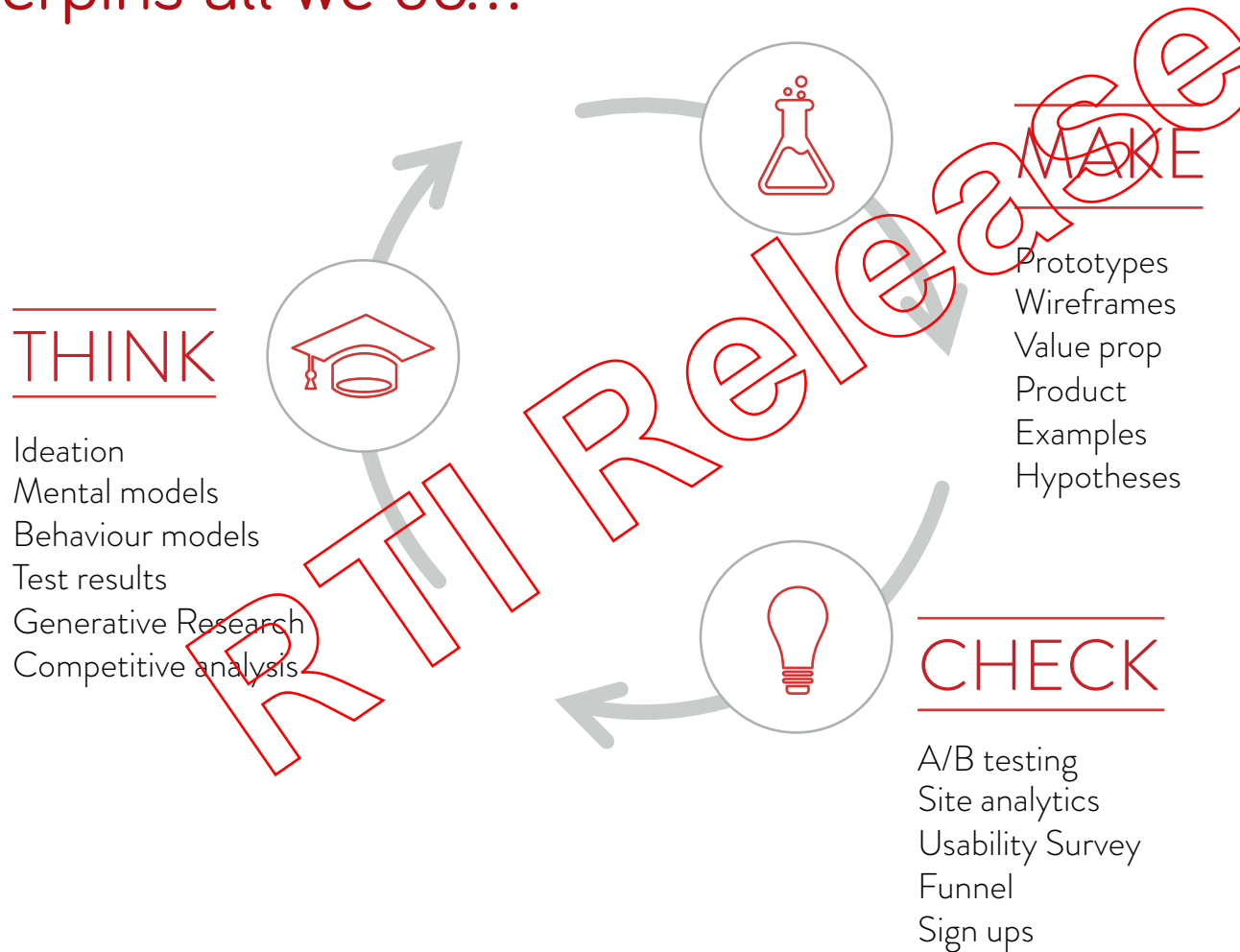
Innovation through Design Thinking...

Design thinking, which focuses on the needs of the people we're designing for – we love taking complex problems and researching to find their solutions.

Our experienced team for this project includes a fashion and material expert, a psychologist and an innovation expert. We have worked across hundreds of projects all over the world.



How do we do this: The Symplicit research framework that underpins all we do...



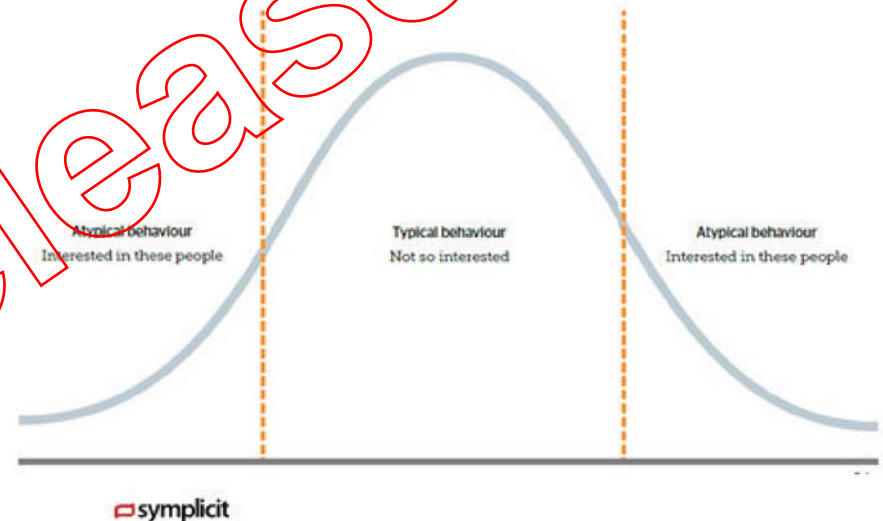
Why does this process work...?

Understanding behaviour allows us to gauge whether design ideas will work or not.

We always start with the people the product will most effect and by stepping into their shoes we can observe what makes them 'tick' in their natural context; giving us insights into their world..

We spend time looking at the edge cases, or atypical behaviours to ensure our solution suits as many situations as possible.

People & design research...



Meet the project's core team.



Jodie Moule
Co-founding
Director

Jodie Moule is one of the Co-Founding Directors of Symplicit. As a qualified psychologist, she focuses on understanding human behaviour as the best way to create great design. With 15 years of experience in the field, in 2012 Jodie wrote the book "Killer UX Design" (Sitepoint); and from this launched the globally successful recipe app "Cook", showcasing the value of Symplicit's Customer Led Innovation approach.



Cameron Owens
CEO

Cameron is the CEO at Symplicit and brings to the business a deep pedigree in leading and transforming organisations which include blue chip businesses like GE, Shell, NAB & Medibank Health Solutions. In each of these senior and executive leadership roles Cameron has driven a Customer Led Innovation agenda which has ensured each of these organisations are well positioned to enjoy real and ongoing success in the future.



Cordelia Hewitt
Innovation Lead

Cordelia's willingness to push boundaries and love of problem solving allows her to turn good ideas into tangible solutions. She has applied this to create new products, improve customer engagement, create innovation toolkits and define businesses visions and values. Her experience also includes fashion, sourcing fabrics, casting models and holding discussions with global buyers.



Jo Bain
Project Manager

Jo has over 12 years experience working across multiple industries and government bodies as a project manager and consultant. Her recent background includes managing a specialist consulting team at a large software vendor with responsibility for the delivery of all projects. Jo has a keen grasp on how to make a project successful at both the strategic and tactical levels.



Emma Gayfer
Fashion Designer

Emma studied Fashion Design and Garment Construction and worked for 12 years as a Senior Buyer for big brand retailers such as Sportsgirl and Dotti. She helped Target re-design their denim program and as part of her role as a Senior Buyer, looked after commercial product development and design. Emma's personal creations and designs are currently sold in her local boutique.



Sophie Tobin
Sr. Experience
Designer

With a background in product and service design, Sophie strengths lie in research and sense-making and finding those insights which will drive the best design solutions. Sophie has worked closely with some of Australia's largest service-based organisations helping them better understand customers and designing services across a number of different industries in both Australia and abroad.

PREVIEW

Supporting the core team are...



Jamie Chin
Visual Lead

Jamie has over 10 years experience working in advertising agencies and now, the UX industry. She has a solid portfolio that covers a wide variety of companies, brands and industries including blue chip corporations. Her work extends into UX, campaigns, graphic, web and apps and is always backed with best practice methodologies that focus strongly on usability and strategy.



Rosie Handby
Statistics Lead

Rosie has worked in a wide range of business and marketing environments in questionnaire design and development utilising her strong technical and analytical skills. Rosie believes communication and a practical approach to problem solving make the difference to the success of research, and the ability to be able to turn information into actionable insights.



Chris Michelle-Wells
Lead Experience Designer

Chris has over 13 years experience working in Digital Design, across a broad range of contexts and industries with a focus on branding and communications, user research and emerging technology driven consumer trends. He combines a high-level conceptual understanding of user needs with a rigorous methodical approach and close attention to detail to deliver creative, elegant solutions.



Ekaterina Vasilenko
Sr. Experience Designer

Coming from an Industrial Design background, Ekaterina is a firm believer in using design thinking as a tool to reframe problems into opportunities and design meaningful engaging products and services. Her work focuses on both behavioural research and visual design. Prior to joining Symplicit, Ekaterina worked in various multidisciplinary studios around the world developing products and interfaces for local and international clients.



Dr. Marnie Crook
Experience Designer

Marnie completed her PhD in design and gained extensive design research experience through both her PhD and teaching research methods at Swinburne University. Her PhD investigated the importance of product symbolism in peoples' perception of themselves and each other. Marnie will help us with research into best practices, innovative ideas and fabrics from around the world.

PRELIMINARY

Contact details.

Symplicit HQ (Melbourne)

Level 1, Suite 103,
757 Bourke Street,
Docklands VIC 3008

t : + 61 (0)3 9670 3385
f : + 61 (0)3 9670 3395

Sydney

Level 3, Studio 304,
54 Foveaux Street,
Surry Hills, NSW 2010

t : +61 (0)2 9280 3596

 @symplicit

Executives



Jodie Moule

Co-founding Director

s.47(3)(b)@symplicit.com.au

s.47(3)(b)



Cameron Owens

CEO

s.47(3)(b)@symplicit.com.au

s.47(3)(b)



Kei Lee

Client Engagement Director

s.47(3)(b)@symplicit.com.au

s.47(3)(b)

Project Leads



Cordelia Hewitt

Innovation Lead

s.47(3)(b)@symplicit.com.au

s.47(3)(b)



Jo Bain

Project Manager

s.47(3)(b)@symplicit.com.au

s.47(3)(b)

RTI Release

QAS UNIFORM RE-DESIGN

Project Update



Prototype Phase Overview

Queensland Ambulance Service has engaged with Customer-Led Innovation Consultancy Symplicit to aid in the development of design specification of the dress and operational uniforms across the service. Symplicit's methods and philosophy are based around putting people at the centre of any designs we create.

Phase 2 has focused on the development of conceptual designs. This has involved a design, test and iteration process over four intervals. For each interval, prototyped uniforms have been taken out to QAS staff to obtain honest and candid feedback. The prototypes have been and will continue to be, tested against different departments, different climates, different body shapes and sizes. This process ensures that the final uniform designs are fit for purpose, according to QAS team members' job roles and individual needs.

We love talking to you and we keep a running tally of the voices being heard...

Met with
403
staff in Phase One

Collected
1,577
survey responses

Shown prototypes to
107
staff (and counting...)

We have visited the following locations with prototypes..



Key:

- Round One
9-10th April
- Round Two
30th April-1st May
- Round Three
15th-21st May
(in progress)

and at these locations, we have been spending time in..



Head Office



Stations



Write-Up Room



Comms Lunch Room

ROUND TWO



Corporate & Communications



Male Polo Shirt

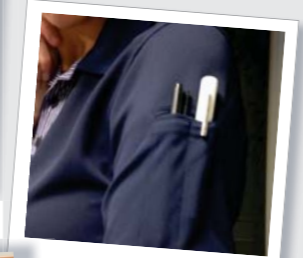
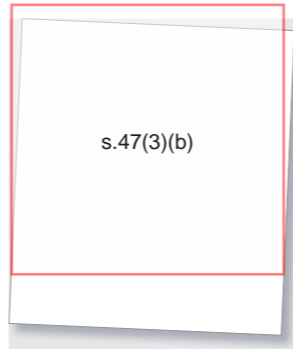


Female Polo Shirt



Mid-weight Polar Fleece

What Items were shown?



How did they look?

"We don't really need to have the exact same uniform as on-road we just need to look part of the service, so a uniform like this would be perfect."
Gold Coast

"I am really impressed with this uniform!"
Gold Coast

"You have got a room full of smiles! That's rare when it comes to talking about uniforms, especially new ones."
Gold Coast

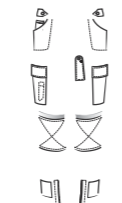
"I like that we have the choice of a button up shirt OR a polo shirt."
Gold Coast



On-Road Operations



Female Polo Shirt



Female Cargo Pants



Male Polo Shirt



Male Cargo Pants

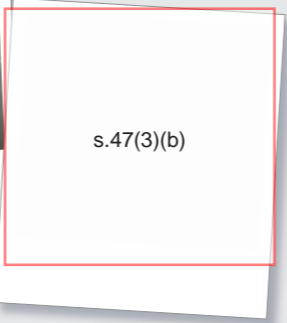
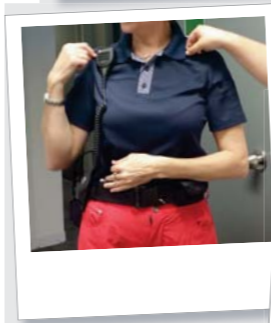
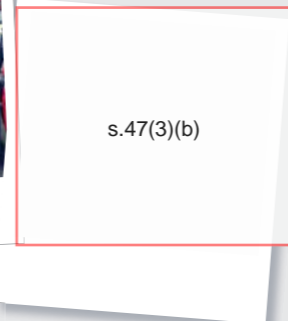
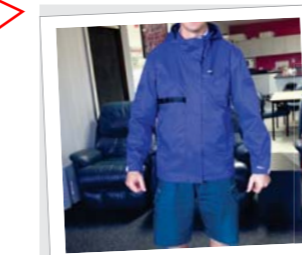


Waterproof Jacket



Mid-weight Polar Fleece

What Items were shown?



How did they look?

"This lightweight rain jacket would be so much more practical than our current wet weather gear."
Gold Coast

"I like the reflector panels on the legs. We need to be more visible than we currently are!"
Caloundra

"Iron-Free! Really! That is amazing and would make my life so much easier!"
Maroochydore

"As long as there are enough pockets provided on the pants, I think I would be ok with minimal pockets on the polo"
Caloundra

What Items were shown?

How did they look?

What did people say?

RTI Release

Review of QAS Uniforms

To All Staff

The current Standing Offer Arrangement (SOA) for the provision of Queensland Ambulance Service (QAS) uniforms will soon expire. In line with Government procurement requirements QAS is required to put in place new arrangements through a competitive tendering process. This provides QAS with the opportunity to review the current uniform specification to ensure QAS uniforms meet the needs of our officers in delivering services across this large and diverse State.

The existing QAS uniform was designed over ten years ago and whilst there have been small adjustments to the uniform, the overall specification has not undergone formal review since its inception. More recently there has been significant technological advancements in uniform textiles and design especially around more breathable garments that better cater for undertaking activities in hot and humid climates as well as layering of garments to protect against cold.

It is imperative that QAS uniforms are fit for purpose and meet the various ergonomic, functional and workplace health and safety requirements. At the same time uniforms need to be comfortable to wear and able to be designed and manufactured to suit the various users and provide the professional image of a contemporary ambulance service.

In addition QAS wants to explore a Total Apparel Management Systems (TAMS) whereby staff would simply log on and subject to various business rules would receive uniform entitlements directly from the supplier to their address of choice thereby guaranteeing a level of service that is streamlined and quick.

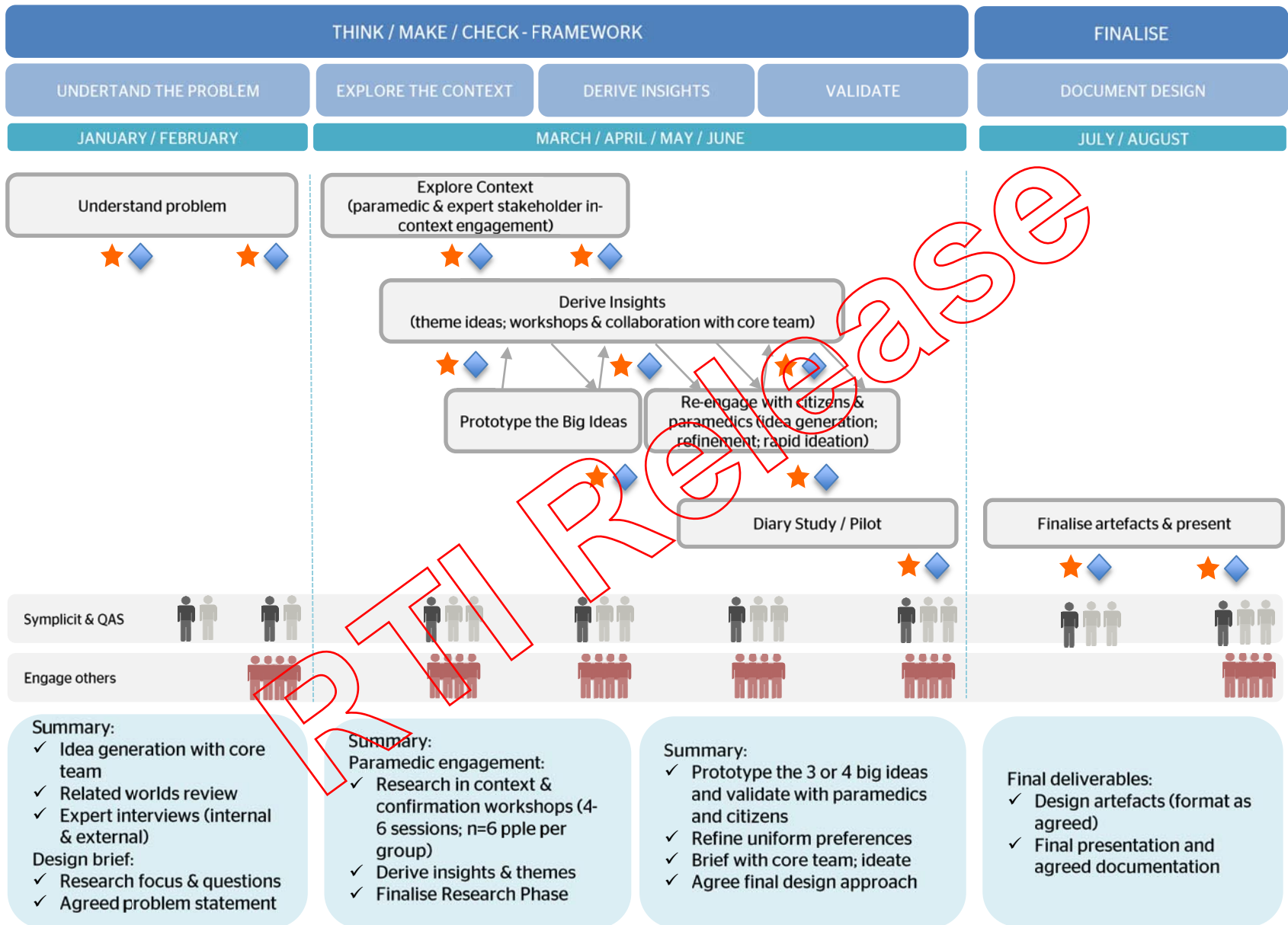
As part of this process I am pleased to advise that QAS has engaged the services of [Symblicit](#). This company specialises in user led design solutions. Symblicit will work with QAS and its staff to develop design specifications and prototypes of uniforms. This process will include extensive consultation with staff (including surveys, interviews, ride-a-long's and site visits (both stations and communication centers) commencing February 2014.

To keep staff informed of the process, Symblicit will provide communication and updates through a link on the QAS Gateway on the portal. In addition for any particular enquiries please email gas.uniformproject@ambulance.qld.gov.au at any time and a response will be provided.

I look forward to working with all staff on this exciting initiative.

Russell Bowles ASM
Commissioner | Queensland Ambulance Service | Department of Health

PROJECT ON A PAGE: CUSTOMER LED INNOVATION RESEARCH PROCESS...



RTI Release

FOCUS AREA > January > February > March > April

PROJECT MANAGEMENT

OVERALL INITIATIVE

DATA COLLECTION

PARAMEDIC

UNIFORMS DELIVERED

DIARY STUDY

FINAL DELIVERABLES

COMMS

UNIFORMS DELIVERED

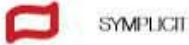
DIARY STUDY

FINAL DELIVERABLES

END



RTI Release



UNIFORM DIARY STUDY

Trial Scope and Detailing

June, 2014

 **symplicit**



ONROAD GARMENT SPECIFICATIONS

Cargos

- Reinforced top area of pants
- Front of leg pockets to be in line with centre pant pleat
- No back pockets or buttons
- Solution for double belt with detachable larger belt loop
- Side pleat in leg pockets in addition to front expanding pleat
- Reinforced knee pads
- Adjustable waist band clasps on exterior
- Water resistant treatment
- Wicking treating
- Anti crease treatment
- Increase in grading from hips to knees to compensate for filled pockets (5 size for men and full size for female)
- Reinforced leg pockets of both larger pocket and mobile pocket
- Rubber banding on inside of cargo pants to prevent tucked shirt from slipping out
- Double belt loop with larger belt loop being detachable (Two different fasteners will be tested across the cargos - industrial press-studs versus hook-and-eye clasp)

Cargos A (charcoal)

- Ankle pockets remain
- Shear pockets remain (in position of original flight pants)
- Ankle flare zip remain

Cargos B (charcoal)

- Remove Ankle pockets
- Remove Shear pockets
- Remove Ankle flare zip

Cargos C (charcoal)

- Remove Ankle pockets
- Remove Shear pockets
- Remove Ankle flare zip
- Remove leg side pockets

Short Sleeve Polo

- No chest pockets
- Invisible internal pen pocket on both arms, with lining to ease of rubber pens slid in
- Radio clips on raglan with bottomless pockets to allow for glasses to be hung
- Side pocket with invisible zip
- Designated badge area on chest

Short Sleeve Polo A (luminous colour)

- Polo with safety features built in (i.e colour and reflective panels)
- Paramedic identification on shirt

Short Sleeve Polo B (charcoal)

- Polo to be worn with safety vest (i.e vest with appropriate luminous and reflective panels)

- Paramedic identification on vest
- Removal of radio clips

Fleece

- Level 1 weight fleece
- No chest pockets
- Invisible internal pen pocket on both arms, with lining to ease of rubber pens slid in
- Radio clips on raglan with bottomless pockets to allow for glasses to be hung
- Open side internal pockets
- Lining of inside of the jacket to give more structure to fleece
- Velcro bands around wrist to tighten jumper if needed
- Zip up front with internal fleece flap sitting behind zip
- High collar with external flap over zip with press studs

Fleece A (luminous colour)

- Fleece with safety features built in (i.e colour and reflective panels)
- Paramedic identification on Fleece

Fleece B (charcoal)

- Fleece to be worn with safety vest
- Removal of radio clips

Jacket

- Heavy duty Winter Jacket to act as wind/weather protector
- Durable Canvas Material
- Water resistant treatment

Jacket A (luminous colour)

- Jacket with safety features built in

Jacket B (charcoal)

- Jacket to be worn with safety vest

Safety Vest

- Appropriate luminous colour
- To be modeled off current safety vest using mesh insert for breathability
- Addition of breathable reflector panels
- Ensure comfort with polo, fleece and jacket
- Explore more breathable material if vest is to be worn all the time
- Addition of radio clips
- Addition of pockets similar to pocket design on cargo pants (larger pocket plus mobile pocket)
- 'Paramedic' identification on vest

Thermal Set

- Bamboo blend material
- Modeled off original
- In charcoal colour

Short sleeve undershirt

- Low scoop neck for females
- V-neck for males

Long sleeve undershirt

- Low scoop neck for females
- V-neck for males

Leggings

- Modeled off original

Long sleeve Polo

- Full arm length
- No chest pockets
- Invisible internal pen pocket on both arms, with lining to ease of rubber pens slid in
- Radio clips on raglan with bottomless pockets to allow for glasses to be hung
- Side pocket with invisible zip
- Designated badge area on chest

Long Sleeve Polo A (luminous colour)

- Polo with safety features built in (i.e colour and reflective panels)
- Paramedic identification on shirt

Long Sleeve Polo B (charcoal)

- Polo to be worn with safety vest (i.e vest with appropriate luminous and reflective panels)

Water-Proof jacket

- Luminous High Vis colour
- A-line skirt at base of jacket to fit over utility belt
- Velcro bands around wrist to tighten jacket if needed
- No pockets, all open slits to reach to under layers

Maternity Shirt

- Similar to on-road polo, with extension to fit more appropriately

Maternity Cargos

- Same features as on-road pants

TRIAL GROUP LOGISTICS

Trial Package A (20 pax)	20 x Cargos A	2 x size 8	2 x size 77
		3 x size 12	3 x size 87
		3 x size 16	3 x size 97
		2 x size 20	2 x size 102
	20 x Short Sleeve Polo A	2 x size 8	2 x size S
		3 x size 12	3 x size L
		3 x size 16	3 x size XXL
		2 x size 20	2 x size XXXL
	20 x Long Sleeve Polo A	2 x size 8	2 x size S
		3 x size 12	3 x size L
		3 x size 16	3 x size XXL
		2 x size 20	2 x size XXXL
	20 x Fleece A	2 x size 8	2 x size 92
		3 x size 12	3 x size 102
		3 x size 16	3 x size 112
		2 x size 20	2 x size 117
	20 x Jacket A	2 x size 8	2 x size 92
		3 x size 12	3 x size 102
		3 x size 16	3 x size 112
		2 x size 20	2 x size 117
	20 x Water-Proof Jacket	2 x size 8	2 x size 92
		3 x size 12	3 x size 102
		3 x size 16	3 x size 112
		2 x size 20	2 x size 117
	20 x Long Sleeve Thermal Top	2 x size 8	2 x size S
		3 x size 12	3 x size L
		3 x size 16	3 x size XXL
		2 x size 20	2 x size XXXL
	20 x Short Sleeve Thermal Top	2 x size 8	2 x size S
		3 x size 12	3 x size L
		3 x size 16	3 x size XXL
		2 x size 20	2 x size XXXL
	20 x Thermal Leggings	2 x size 8	2 x size S
		3 x size 12	3 x size L
		3 x size 16	3 x size XXL
		2 x size 20	2 x size XXXL
		2 x size 8	2 x size S

Trial Package B (20 pax)	20 x Cargos B	2 x size 8 3 x size 12 3 x size 16 2 x size 20	2 x size 77 3 x size 87 3 x size 97 2 x size 102
	10 x Short Sleeve Polo A	1 x size 8 2 x size 12 1 x size 16 1 x size 20	1 x size S 2 x size L 1 x size XXL 1 x size XXXL
	10 x Short Sleeve Polo B	1 x size 8 2 x size 12 1 x size 16 1 x size 20	1 x size S 2 x size L 1 x size XXL 1 x size XXXL
	10 x Long Sleeve Polo A	1 x size 8 2 x size 12 1 x size 16 1 x size 20	1 x size S 2 x size L 1 x size XXL 1 x size XXXL
	10 x Long Sleeve Polo B	1 x size 8 2 x size 12 1 x size 16 1 x size 20	1 x size S 2 x size L 1 x size XXL 1 x size XXXL
	10 x Fleece A	1 x size 8 2 x size 12 1 x size 16 1 x size 20	1 x size 92 2 x size 102 1 x size 112 1 x size 117
	10 x Fleece B	1 x size 8 2 x size 12 1 x size 16 1 x size 20	1 x size 92 2 x size 102 1 x size 112 1 x size 117
	10 x Jacket A	1 x size 8 2 x size 12 1 x size 16 1 x size 20	1 x size 92 2 x size 102 1 x size 112 1 x size 117
	10 x Jacket B	1 x size 8 2 x size 12 1 x size 16 1 x size 20	1 x size 92 2 x size 102 1 x size 112 1 x size 117
	20 x Water-Proof Jacket	2 x size 8 3 x size 12 3 x size 16 2 x size 20	2 x size 92 3 x size 102 3 x size 112 2 x size 117
	10 x Safety Vest	1 x size 8	1 x size S

		2 x size 12	2 x size L
		1 x size 16	1 x size XXL
		1 x size 20	1 x size XXXL
	20 x Long Sleeve Thermal Top	2 x size 8	2 x size S
		3 x size 12	3 x size L
		3 x size 16	3 x size XXL
		2 x size 20	2 x size XXXL
	20 x Short Sleeve Thermal Top	2 x size 8	2 x size S
		3 x size 12	3 x size L
		3 x size 16	3 x size XXL
		2 x size 20	2 x size XXXL
	20 x Thermal Leggings	2 x size 8	2 x size S
		3 x size 12	3 x size L
		3 x size 16	3 x size XXL
		2 x size 20	2 x size XXXL
		2 x size 8	2 x size S
Trial Package C (20 pax)	20 x Cargos C	2 x size 8	2 x size 77
		3 x size 12	3 x size 87
		3 x size 16	3 x size 97
		2 x size 20	2 x size 102
	20 x Short Sleeve Polo B	2 x size 8	2 x size S
		3 x size 12	3 x size L
		3 x size 16	3 x size XXL
		2 x size 20	2 x size XXXL
	20 x Long Sleeve Polo B	2 x size 8	2 x size S
		3 x size 12	3 x size L
		3 x size 16	3 x size XXL
		2 x size 20	2 x size XXXL
	20 x Fleece B	2 x size 8	2 x size 92
		3 x size 12	3 x size 102
		3 x size 16	3 x size 112
		2 x size 20	2 x size 117
	20 x Jacket B	2 x size 8	2 x size 92
		3 x size 12	3 x size 102
		3 x size 16	3 x size 112
		2 x size 20	2 x size 117
	20 x Water-Proof Jacket	2 x size 8	2 x size 92
		3 x size 12	3 x size 102
		3 x size 16	3 x size 112
		2 x size 20	2 x size 117
	20 x Long Sleeve Thermal Top	2 x size 8	2 x size S
		3 x size 12	3 x size L
		3 x size 16	3 x size XXL
		2 x size 20	2 x size XXXL
	20 x Short Sleeve Thermal Top	2 x size 8	2 x size S
		3 x size 12	3 x size L
		3 x size 16	3 x size XXL

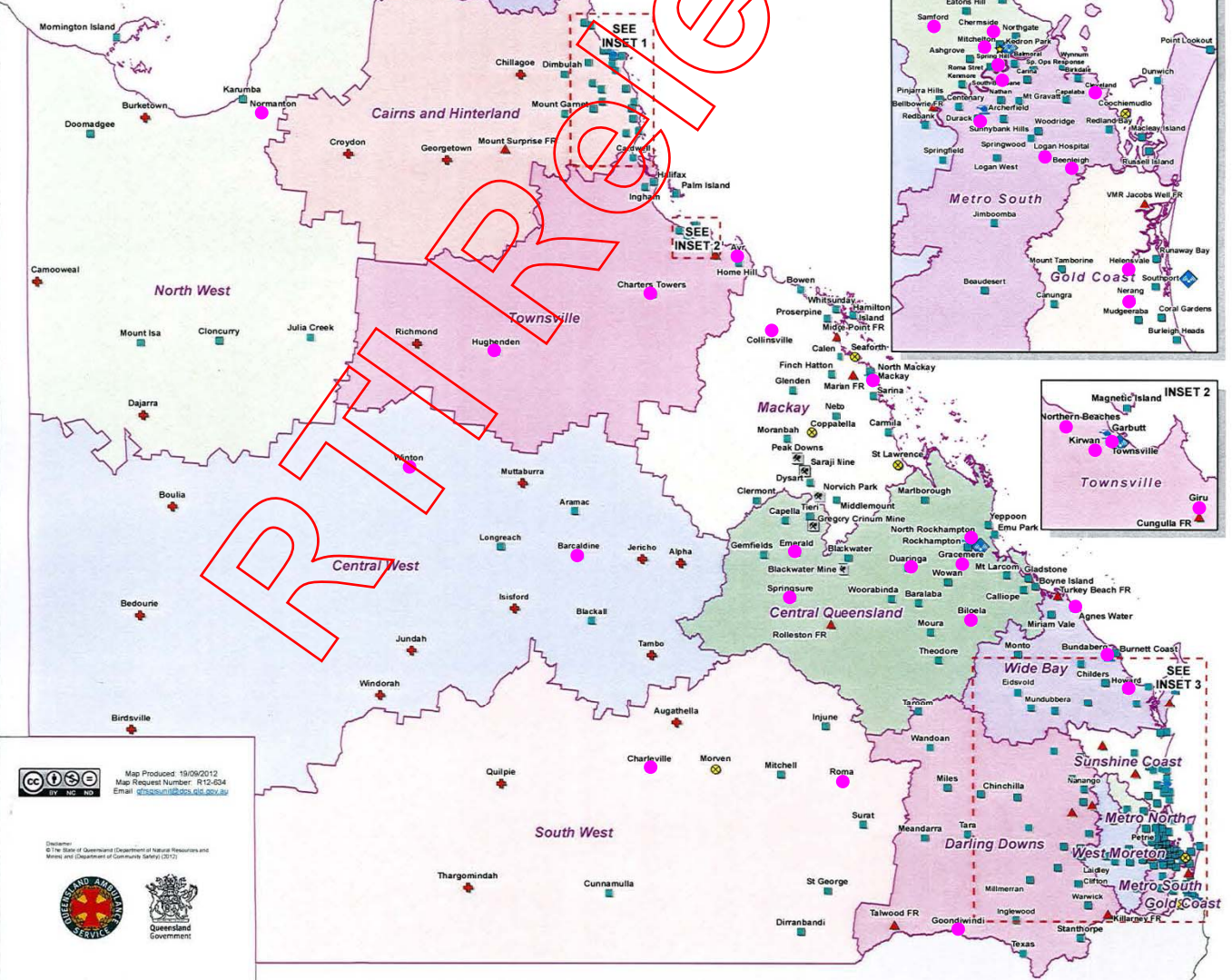
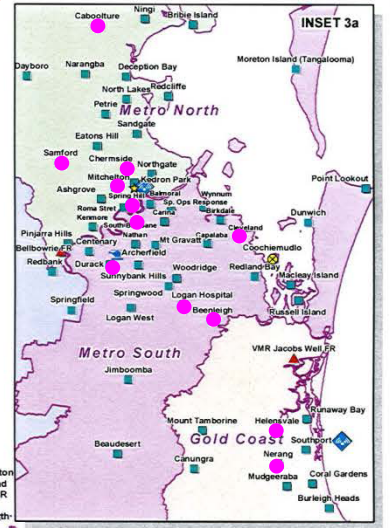
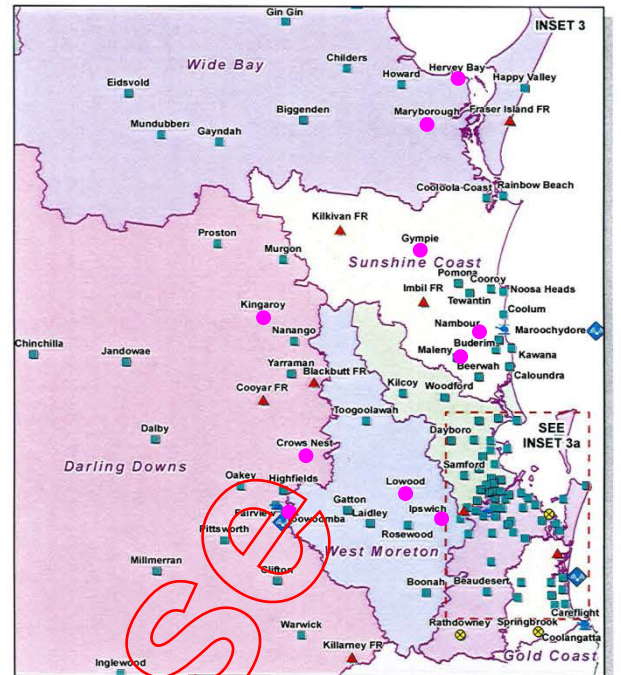
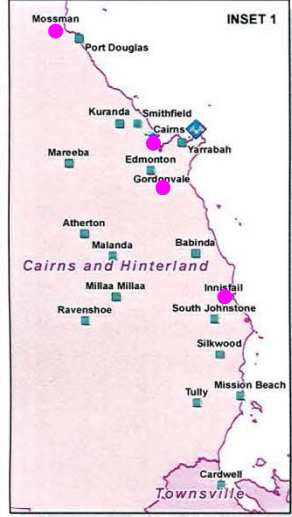
		2 x size 20	2 x size XXXL
	20 x Thermal Leggings	2 x size 8	2 x size S
		3 x size 12	3 x size L
		3 x size 16	3 x size XXL
		2 x size 20	2 x size XXXL

RECOMMENDED COMMS UNIFORM			
<i>This Uniform to be run in original sample colours - black and white.</i>			
RECOMMENDED		Female	Male
	<i>Dress Pants</i>	6 x size 10	6 x size 82
	36	6 x size 14	6 x size 92
		6 x size 20	6 x size 107
	<i>Short Sleeve Polo Shirt</i>	6 x size 10	6 x size XS
	36	6 x size 14	6 x size M
		6 x size 20	6 x size XXXL
	<i>Long Sleeve Shirt</i>	6 x size 10	6 x size XS
	36	6 x size 14	6 x size M
		6 x size 20	6 x size XXXL
	<i>Fleece</i>	6 x size 10	6 x size XS
	36	6 x size 14	6 x size M
		6 x size 20	6 x size XXXL
	<i>Blazer</i>	6 x size 10	6 x size XS
	36	6 x size 14	6 x size M
		6 x size 20	6 x size XXXL

RTI REQUEST

Queensland Ambulance Service Local Ambulance Service Network (LASN)

- ★ Head Office
- STATION
- ✈ AIRPORT RESPONSE LOCATION
- FIELD OFFICE
- ▲ FIRST RESPONDER
- ◆ HEALTH BASED AMBULANCE SERVICES
- HONORARY STATION
- ⬢ MINE
- ◇ OPERATIONS CENTRE



Map Produced 19/09/2012
Map Request Number: R12-634
Email: qas@qas.nhs.uk



DRAFT

QAS Uniform Redesign: Design & Specification

Prepared for : QAS// July 2015

RTI Release

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1. ON ROAD UNIFORM

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2. CARGO PANTS
3. FLEECE
4. HEAVY JACKET
5. RAINCOAT
6. OMISSIONS (Bags & Shoes)

2. COMMUNICATIONS UNIFORM

1. SHIRT
2. PANTS
3. V-NECK JUMPER
4. POLO SHIRT
5. FLEECE
6. OMISSIONS (Skirt & Shoes)

3. UNDERGARMENTS

1. TOPS & LEGGINGS

RTI Release

Introduction

- The structure of this document is to present each uniform item design, provide commentary on design attributes and any outstanding questions and finalise with the manufacturing specification for production.
- The key outcomes for each uniform item from the Diary Study research are presented, and questions that still remain are listed. These questions require a response by the QAS project team in order to finalise this document.
- These items were originally discussed and flagged as requiring answers from the core team in two forums, these were:
 - The final insights report (see, 'SYMPlicit - QAS Uniform Design - Diary Study Outcomes - 10'), submitted for review on the 22 April 2015;
 - In 2 half-day workshops with the core team (Dates of reviews – 23 April, 2015, Session 1 [*immediately after report submission*]; 11 May 2015, Session 2 [*date set at the request of the core project team*]).
- To-date, we have not received any feedback or final conclusions from these two forums, we have now reproduced these issues to be discussed, upon request of the core team from a conference call dated 9 June 2015.



ON ROAD UNIFORM

RTI Release

ON ROAD UNIFORM



ON ROAD POLO SHIRT



Cotton / poly pique jersey, to be wash & wear, without being too hot.

Pantone 185 C Pantone 2767 C

On Road Polo Shirt

	Paramedic Issue/Problem	Comments	Resolution
61	Overall approach to on road	<ul style="list-style-type: none"> The overall style and design direction suggested is a more casual approach - to better fit with the job that they paramedics are doing (i.e., highly physical, active, and needing flexibility, comfort and stretch). We await further discussion and direction from QAS. 	
62	Polo vs. dress shirt	<ul style="list-style-type: none"> We recommend polo only be offered - due to being 'fit for purpose' for the job to be done by paramedics. Improved consolidation of uniform items is realised as a result. We await further discussion and direction from QAS. 	
63	Pockets	<ul style="list-style-type: none"> We do not recommend pockets on a polo shirt - due to fabric not being suitable. The overall style and direction suggested, is that pockets are offered via cargo pants and jackets, which better handle the load. 	
64	Pen holders	<ul style="list-style-type: none"> Make the pen holder pockets deeper / longer. 	
65	Radio clip	<ul style="list-style-type: none"> Polo design did not include a radio 'clip' - rather a small hole for radios to be clipped into. Paramedics suggested this was 'hard to clip into'. We suggest the design remains as is, with a larger target region for the clip to fit - this is because clips are prone to breakage, and wear and tear is thought to be far greater with a clip than without. Wear and tear is assumed to lead to uniform item replacements that will result in greater costs for maintenance. 	

RTI RELEASE

On Road Polo Shirt

	Paramedic Issue/Topic	Comment	Resolution
	Blue-tooth radio	<ul style="list-style-type: none"> The use of blue-tooth radio is not thought to affect the design of the shirt. No action required, but discussion required to close this Issue out. 	
	Material	<ul style="list-style-type: none"> Easy wash and wear was the priority for the design, as a result, the polo shirt material is slightly heavier than paramedics expected. A decision is needed regarding the preference for easy maintenance of uniform (i.e., wash and wear with no ironing), vs. lighter material choice (i.e., more cotton that will result in greater maintenance in terms of ironing). 	
	Recommend that Material experts (Modisto) included in discussion	<ul style="list-style-type: none"> Other notes on material choice to be discussed that are sometimes contradictory, therefore require further discussion include: <ul style="list-style-type: none"> Breathable Opaque Feel natural not synthetic Be wash and wear, including hot wash and tumble dry Not pill or pull, especially with Velcro Suppress body odour We suggest that Modisto (material specialist and pattern maker) be involved in discussion to assist to finalise material choices / recommendations. 	
	Identification	<ul style="list-style-type: none"> We recommend 'paramedic' is offered on the back of the polo, as opposed to 'ambulance'. 	
	Rank	<ul style="list-style-type: none"> Rank was not included in scope for this project. 	

RTI Release

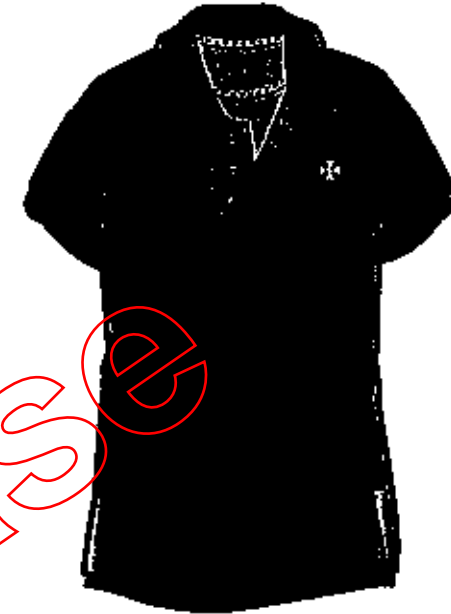


On Road Polo Shirt

	Paramedic Generated	Comment	Resolution
<input checked="" type="checkbox"/>	High-visibility standards	<ul style="list-style-type: none"> High-visibility standards compliance was a requirement by QAS for the uniform trial. Strong negative reaction was received by the paramedics, meaning that acceptance of high-visibility as a uniform standard might be problematic. Due to the possible legal or union implications of the choice for standards compliance vs. high-visibility of items - we await direction from QAS. 	
<input type="checkbox"/>	Colour	<ul style="list-style-type: none"> The uniform trial was intentionally conducted with charcoal colourway, so that participants were not distracted by colour choice. We suggest colour is not an option that is open for broad feedback. Symplicit and QAS need to re-review the colour combinations previously submitted for discussion - we await further direction from QAS. 	

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On Road Polo Shirt - Specification

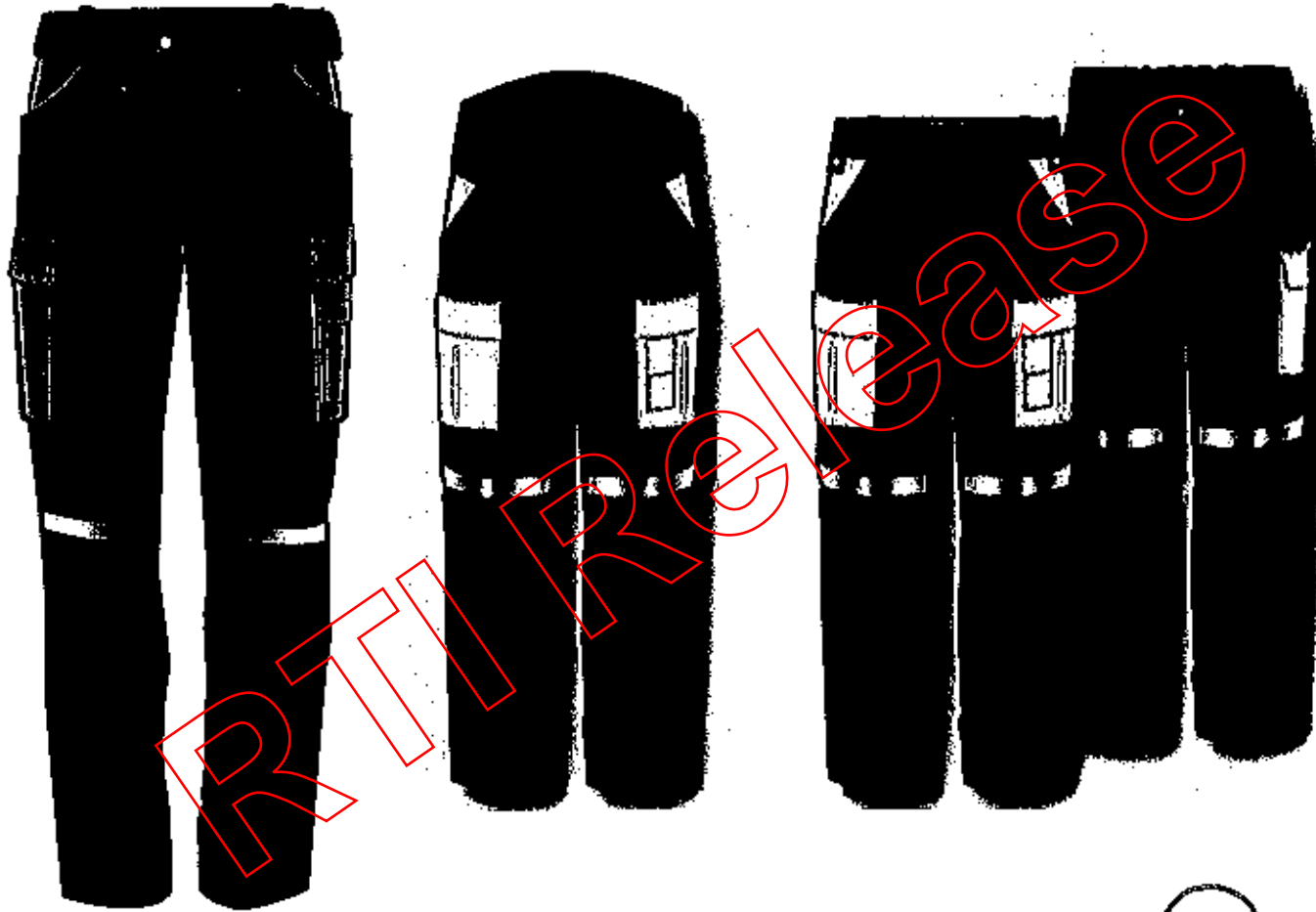


<p>STICHING</p> <ul style="list-style-type: none"> • Edgestitch: 0.1 • Topstitch 6mm from edge: 0.6 	<p>PLACKET</p> <ul style="list-style-type: none"> • 3 button holes at front placket • Top & under plackets are bagged out with body • Outer edge of the placket is on fold • Edge stitch both inner & outer edges plackets 	
<p>SEAMS</p> <ul style="list-style-type: none"> • 7MM Mock safety stitch seams, ensure to adjust tension correctly • Ensure to use correct needles no needle holes allowed • Ensure seams are secure and not puckering 	<p>YOKE</p> <ul style="list-style-type: none"> • Mock stitch front yoke seam - edgestitch seam facing up • Small welt pocket inserted in front yoke seam for microphone clip, bottom edge open 	
<p>SHOULDER</p> <ul style="list-style-type: none"> • Mock stitch shoulder seam - seam facing back 	<p>SLEEVES</p> <ul style="list-style-type: none"> • Armhole - mock safety stitch sleeve in to armhole - 6mm top stitch seam facing in to body • Sleeve opening - coverstitch sleeve opening 2cm wide, needles 3mm apart 	
<p>SIDSEAMS</p> <ul style="list-style-type: none"> • Mock stitch side seams - seam face back • Split at side seams, 6cm long at front, 8cm long at back 	<p>SLEEVE POCKET</p> <ul style="list-style-type: none"> • Double jetted welt pen pocket inserted into sleeve • Pocket bag stitched through sleeve, divided into 2 compartments 	
<p>COLLAR</p> <ul style="list-style-type: none"> • Rib knit collar 	<p>SIDSEAM POCKET</p> <ul style="list-style-type: none"> • Credit card pocket inserted into right sideseam, invisible zip in the opening 	<p>HEM</p> <ul style="list-style-type: none"> • Cover stitch hem to finish 2cm wide - needles 3mm apart • Ensure to trim raw edges inside the cover stitch seams
<p>NECK</p> <ul style="list-style-type: none"> • 6mm inside binding on front & back neck - flat stitch outer edge 	<p>ZIPS</p> <ul style="list-style-type: none"> • 11cm invisible zip 	<p>BUTTONS</p> <ul style="list-style-type: none"> • Polyester DTM buttons - 3 in front

On Road Polo Shirt - Specification

Description	+ TOL	- TOL	6	8	10	BASE 12	14	16	18	20	GRADE (cm)
Shoulder breadth at seam	1.0	1.0	37	38	39	40	41	42	43	44	1
Neck width at seam	0.5	0.5	13.5	14	14.5	15	15.5	16	16.5	17	0.5
Bust at underarm	2.0	1.0	93	97	101	106	111	116	122	128	
Waist 15cm from underarm	2.0	1.0	93	97	101	106	111	116	122	128	
Hem circumference above splits	2.0	1.0	97	101	105	110	115	120	126	132	
Front length from shoulder at neck seam	1.0	1.0	69	69.5	70	70.5	71	71.5	72.5	73.5	0.5
Collar peak	0.0	0.0	6	6	6	6	6	6	6	6	0
Collar width at centre back	0.0	0.0	6	6	6	6	6	6	6	6	0
Armhole	1.0	1.0	44.9	46.5	48.1	50	51.9	53.8	56	58.2	
Sleeve girth at underarm	1.0	1.0	34.1	35.3	36.5	38	39.5	41	42.8	44.6	
Sleeve length from shoulder-short	0.5	0.5	22.5	23	23.5	24	24.5	25	25.5	26	0.5
Sleeve opening-short	1.0	1.0	30.1	31.3	32.5	34	35.5	37	38.8	40.6	
Front neck drop from neck edge 0.25cm	0.5	0.5	5.75	6	6.25	6.5	6.75	7	7.25	7.5	0.25
Back neck drop to neck edge	0.5	0.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	0
Centre back length	1.0	1.0	71	71.5	72	72.5	73	73.5	74.5	75.5	0.5
Sleeve pocket width	0.5	0.5	6	6	6	6	6	6	6	6	0
Sleeve pocket depth	0.5	0.5	13	13	13	13	13	13	13	13	0
Placket width	0.5	0.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	0
Placket length	0.5	0.5	14	14	14	14	14	14	14	14	0

ON ROAD CARGO PANTS



Cotton / poly woven drill or square weave fabric to have soft fabric wash and waterproofing.
Maternity waste band stretch cotton elastane jersey, to be changed to Comms pants at certain point during pregnancy.



18% Black



Pantone 2767 C

On Road Cargo Pants

	Paramedic Issues noted	Comments	Resolution
a.	Women's cargo	<ul style="list-style-type: none"> Higher waist is recommended in final design. The style trialled was more of a 'hipster' design (i.e., lower) and was noted as not as comfortable for wearers. 	
b.	Waist adjustment	<ul style="list-style-type: none"> The clip broke in trial - this is not recommended for future iterations. We recommend an elastic waist extender like the Fire male dress pants example be discussed. Caution should be observed however, with any 'gaps' that allow the elastic to be at full stretch and underwear to be seen. Alternately, a completely elastic waist and button example be discussed, as an easy wearing and comfortable solution. We await further direction from QAS. 	
c.	Belt clips	<ul style="list-style-type: none"> Belt clips were observed as a high-wear and tear item from the diary study. We recommend removal of belt clips as a discussion point - especially if a totally elastic waist and button solution is decided upon. We await further direction from QAS. 	
d.	Kneepads	<ul style="list-style-type: none"> The prototype kneepads did not work well for different size and shape paramedics. Paramedics valued the additional protection for the knee region. We recommend discussion around two options: <ul style="list-style-type: none"> A smaller oval shaped padding that is concave in shape - that better fits different size and shape paramedics; No removable padding and use of double thickness material in the knee region. We await further direction from QAS. 	

RTI REQUEST

On Road Cargo Pants

ID	Paramedic Issue noted	Comment	Resolution
E1	Pockets (on thigh)	<ul style="list-style-type: none"> • Front pockets were located on the top of paramedic thighs. This meant that when bending over attending to clients, pockets that were full got in the way. • We recommend pockets to be positioned on the side of the leg, over the seam. • Centre seam with pleat did not allow as much to be carried within - we suggest a pleat that is wider at the back and side. This is in line with previous pant pocket designs that were well liked by the QAS paramedics. • We also suggest that pockets be better reinforced at the bottom and side to allow better wear and tear. 	
E2	Pockets deeper to allow for iPad...?	<ul style="list-style-type: none"> • The issue of the iPad fitting in pockets was raised. • We suggest iPad minis in cargo pant pockets are appropriate to design for - not standard size iPads. • We await further direction from QAS. 	
E3	Pockets Velcro	<ul style="list-style-type: none"> • The Velcro that was trialled was not strong enough grade. • We suggest a stronger grade be used and recommended by the pattern maker. • Stronger grade of Velcro will cost more - we await further direction from QAS. 	
E4	Phone pocket on Cargo	<ul style="list-style-type: none"> • A seemingly small phone pocket was offered on the cargo pant. • This pocket is suggested for either: <ul style="list-style-type: none"> ○ Removal; ○ Upsizing to allow for standard phones to fit (however, we note the increasing size of phones means this might be a redundant exercise). • We await further direction from QAS. 	

On Road Cargo Pants

ID	Paramedic Issue noted	Comment	Resolution
11	Ankle pockets	<ul style="list-style-type: none"> • Paramedics wanted more pockets everywhere. • Ankle pockets were suggested. We do not suggest that pockets be added to the ankle region. • We await further direction from QAS. 	
12	Material choice	<ul style="list-style-type: none"> • Easy wash and wear and water-proofing was the priority for the design for cargo pants; as a result, the cargo material is slightly heavier than paramedics expected. • A decision is needed regarding the preference for easy maintenance of uniform (i.e., wash and wear with no ironing), vs. lighter material choice (i.e., more cotton that will result in greater maintenance in terms of ironing). 	
13	Recommend that Material experts (Modisto) included in discussion	<ul style="list-style-type: none"> • Other notes on material choice to be discussed that are sometimes contradictory, therefore require further discussion include: <ul style="list-style-type: none"> ○ Water resistance of material ○ Breathable (may require some trade off with water resistant) ○ No 'swoosh' when walking due to material rubbing ○ Feel natural not synthetic (trade off with wash and wear) ○ Be wash and wear, including hot wash and tumble dry ○ Not pill or pull, especially with Velcro • We suggest that Modisto (material specialist and pattern maker) be involved in discussion to assist to finalise material choices / recommendations. 	
14	High-visibility standards	<ul style="list-style-type: none"> • High-visibility standards compliance was a requirement by QAS for the uniform trial. • Strong negative reaction was received by the paramedics, meaning that acceptance of high-visibility as a uniform standard might be problematic. • Due to the possible legal or union implications of the choice for standards compliance vs. high-visibility of items - we await direction from QAS. 	

On Road Cargo Pants

	Parameter being tested	Comments	Resolution
102	Colour	<ul style="list-style-type: none"> The uniform trial was intentionally conducted with charcoal colourway, so that participants were not distracted by colour choice. We suggest colour is not an option that is open for broad feedback. Symplicit and QAS need to re-review the colour combinations previously submitted for discussion - we await further direction from QAS. 	Colour
103	Maternity pants	<ul style="list-style-type: none"> Cargo pants were trialed for maternity wear. The strength of elastic used in the trial was noted as not sufficient to hold up the maternity cargos. Maternity cargo elastic was also noted as uncomfortable. We suggest cargos might not be a suitable option for all stages of pregnancy. A stretch pant with no pockets is a comfortable and more universally fitting option for all stages of pregnancy. We suggest several off-the-shelf examples be discussed with QAS. We await further discussion with QAS. 	Maternity pants

RTI RELEASE

On Road Cargo Pants - Specification



<p>STICHING</p> <ul style="list-style-type: none"> • Edgestitch: 0.1 • Topstitch 6mm from edge: 0.6 • Matching colour thread - use thick thread • Standard Fuse B020
<p>SEAMS – FRENCH SEAMS</p> <ul style="list-style-type: none"> • Roping & puckering will not be acceptable - all seams must be flat • Ensure to use correct needles - no needle holes allowed
<p>SIDSEAMS – FRENCH SEAMS</p> <ul style="list-style-type: none"> • Twin needle topstitching
<p>INSIDE LEG SEAMS – FRENCH SEAMS</p> <ul style="list-style-type: none"> • Twin needle topstitching
<p>CENTRE FRONT & BACK SEAMS</p> <ul style="list-style-type: none"> • 1cm safety stich seams • Twin needle topstitching
<p>WAIST</p> <ul style="list-style-type: none"> • Edge stich waist band all the way around • Elastic in back waistband
<p>HEM</p> <ul style="list-style-type: none"> • 2.5 Double fold hem - ensure hem is not ropping

<p>SIDE POCKET</p> <ul style="list-style-type: none"> • Bagged out side pockets with self fabric facing & flat stitch inside • Twin needle top stitch pocket opening • Safety stitch pocket bag
<p>CARGO POCKET</p> <ul style="list-style-type: none"> • Patch pocket with flap • Cargo pockets to be reinforced • Bagged out flap & 6mm top stitch around with 2 bar tack at ends • Pocket opening to be 2cm wide 1 needle stitched with neatened finish inside- Bar tacks at ends • Velcro squares to secure flap • Flap above patch pocket 6mm topstitched
<p>HEM POCKET</p> <ul style="list-style-type: none"> • Patch pocket at front hem
<p>SHEARS POCKET</p> <ul style="list-style-type: none"> • Patch pocket with exposed metal press stud at opening on left front as worn • Self fabric patch support piece sewn inside the garment

<p>MOBILE PHONE POCKET</p> <ul style="list-style-type: none"> • Patch pocket with flap sewn on top of left cargo pocket, to be reinforced • Bagged out flap & 6mm top stitch around with 2 bartack at ends • Pocket opening to be 2cm wide, 1 needle stitched with neatened finish inside – bar tack at ends • Velcro squares to secure flap • Flap above patch pocket 6mm topstitched
<p>KNEE PADS</p> <ul style="list-style-type: none"> • Foam padded knee pads patches edgestitched & cross top stitched • Reflector tape sewn above front knee pads & to continue across back leg
<p>LOOPS, ZIP & BUTTON</p> <ul style="list-style-type: none"> • Normal belt loops - 1.5cm wide, 6cm long total 4 loops • Utility belt loops - 3cmwide, 11cm long, total 3 loops • Zip in front • Polyester DTM button - 1 on front

On Road Cargo Pants - Specification

Description	+ TOL	- TOL	77	82	BASE 87	92	97	102	GRADE (cm)
Waist finished	2.0	1.0	80	85	90	95	100	105	5
Seat 10cm above crotch	2.0	1.0	105	110	115	120	125	130	5
Thigh	1.0	1.0	70	72.5	75	77.5	80	82.5	2.5
Knee 35cm below crotch seam	1.0	1.0	53	55	57	59	61	63	2
Leg opening - Long Length	1.0	1.0	42	44	46	48	50	52	2
Waistband width	0.0	0.0	35	35	35	35	35	35	0
Belt loop length	0.0	0.0	6	6	6	6	6	6	0
Functional belt loop length	0.0	0.0	11	11	11	11	11	11	0
Pocket opening	0.5	0.0	17	17	17	17	17	17	0
Pocket bag width	0.5	0.5	18	18	18	18	18	18	0
Pocket bag depth	0.5	0.5	30	30	30	30	30	30	0
Front rise from top of waist	1.0	1.0	28	29	30	31	32	33	1
Back rise from top of waist	1.0	1.0	40	41	42	43	44	45	1
Outleg from top of waist	1.0	1.0	105	106	107	108	109	110	1
Inleg length	1.0	1.0	80	80	80	80	80	80	0
Zip length	0.0	0.0	18	18	18	18	18	18	0

ON ROAD FLEECE



100% Polyester Fleece.



Pantone 185 C



Pantone 2767 C




On Road Fleece

	Paramedic / User noted	Comment	Resolution
61	Finer grade of fleece	<ul style="list-style-type: none"> Fleece was a favoured item. Paramedics suggested a finer grade of fleece be used. Grade / weight of fleece has a direct impact on production costs. Fleece grade / weight will also be dependent on manufacturer chosen. We await further direction from QAS. 	
62	Rank	<ul style="list-style-type: none"> Rank was not included in scope for this project. 	
63	High-visibility standards	<ul style="list-style-type: none"> High-visibility standards compliance was a requirement by QAS for the uniform trial. Strong negative reaction was received by the paramedics, meaning that acceptance of high-visibility as a uniform standard might be problematic. Due to the possible legal or union implications of the choice for standards compliance vs. high-visibility of items - we await direction from QAS. 	
64	Colour	<ul style="list-style-type: none"> The uniform trial was intentionally conducted with charcoal colourway, so that participants were not distracted by colour choice. We suggest colour is not an option that is open for broad feedback. Symplicit and QAS need to re-review the colour combinations previously submitted for discussion - we await further direction from QAS. 	

RTI Release

On Road Fleece - Specification

<p>SEAMS</p> <ul style="list-style-type: none"> • 1cm safety stitch seams • Ensure to use correct needles - no needle holes allowed • Ensure seams are secure and not puckering 	<p>PLACKET</p> <ul style="list-style-type: none"> • Exposed open end zip at centre front • Right front to have zip facing facing, from hem to neck seam • Outer edge of the facing is on fold • Topstitch centre front 6mm from edge • Ensure when zipped up hem at centre front to be leveled 	
<p>SHOULDER</p> <ul style="list-style-type: none"> • Safety stitch shoulder seams - seam facing back • Twin needle stitching 	<p>SLEEVES</p> <p>Armhole</p> <ul style="list-style-type: none"> • Safety stitch sleeve in to armhole - seam facing into body • Twin needle stitching 	
<p>SIDSEAMS</p> <ul style="list-style-type: none"> • Safety stitch side seams - seam facing back 	<p>Sleeve hem</p> <ul style="list-style-type: none"> • 2cm wide elastic inserted into sleeve hem • Twin needle stitching 	<p>ZIPS</p> <ul style="list-style-type: none"> • No.5 Nylon open end zip
<p>COLLAR</p> <ul style="list-style-type: none"> • Bagged out collar & flat stitch inside & 6mm top stitch around • Left collar has extension & 2 x 15mm press studs to close 	<p>HEM</p> <ul style="list-style-type: none"> • 2.5cm wide neatend hem, 2 needle topstitching • Ensure hem is not roping 	<p>BUTTONS</p> <ul style="list-style-type: none"> • 15mm press studs <p>THREADS</p> <ul style="list-style-type: none"> • Matching colour
<p>BOTTOM WELT POCKET</p> <ul style="list-style-type: none"> • Welt pocket inserted in sideseams, edgestitch around welt • Safetystitch pocket bags 		<p>OTHER TRIMS</p> <ul style="list-style-type: none"> • Nylon tape • Right front chest

On Road Fleece - Specification

Description	+	-	S	M	L	XL	2XL	3XL	GRADE
	TOL	TOL	92	97	102	107	112	117	(cm)
Shoulder breadth at seam 2cm grading	1.0	1.0	46.5	48	49.5	51	52.5	54	1.5
Chest at underarm	2.0	1.0	110	115	120	125	130	135	5
Hem circumference straight across	2.0	1.0	112	117	122	127	132	137	5
Front length from shoulder at neck seam	1.0	1.0	73.5	75	76.5	78	79.5	81	1.5
Neck width at seam	0.5	0.5	19.5	20	20.5	21	21.5	22	0.5
Neck opening buttoned along seam	1.0	1.0	53	54	55.5	57	58.5	60	1.5
Front neck drop from neck edge 0.5cm grade	0.5	0.5	9.5	10	10.5	11	11.5	12	0.5
Collar peak	0.0	0.0	6	6	6	6	6	6	0
Collar width at centre back	0.0	0.0	6	6	6	6	6	6	0
Bottom pocket opening	0.5	0.5	18	18	18.5	18.5	19	19	
Bottom pocket depth	0.5	0.5	21.5	21.5	22	22	22.5	22.5	
Sleeve pen pocket width	0.5	0.5	6	6	6	6	6	6	0
Sleeve pen pocket depth	0.5	0.5	13	13	13	13	13	13	
Armhole	1.0	1.0	51	53	55	57	59	61	2
Sleeve girth at underarm	1.0	1.0	44	46	48	50	52	54	2
Sleeve length from armhole	1.0	1.0	65	66	67	68	69	70	1
Sleeve opening relaxed-long	1.0	1.0	21	22	23	24	25	26	1
Sleeve opening stretched minimum-long	MIN	MIN	31	32	33	34	35	36	1
Back neck drop to neck edge	0.5	0.5	4	4	4	4	4	4	0
Centre back length	1.0	1.0	73.5	75	76.5	78	79.5	81	1.5
Top of badge from HSP	0.5	0.5	20.5	21	21.5	22	22.5	23	0.5

ON ROAD HEAVY JACKET



100% Waterproof nylon

 
Pantone 185 C Pantone 2767 C

On Road Heavy Jacket

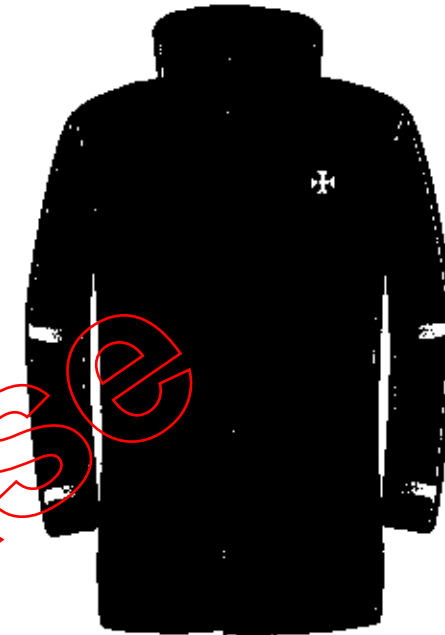
Item	Required/Is it noted?	Comments	Resolution
a)	Purpose of Jacket	<ul style="list-style-type: none"> The purpose of this jacket was brought into question - as it was similar in outward appearance to the raincoat. Intention was to be a 'turnout coat' - suitable for colder weather climates and also for protection for more severe situations. Originally intended for protection and visibility. More discussion is required around the value of this item among the overall suite of items. If it is retained - we recommend it stays as it is designed with protection and visibility in mind. We await further discussion and direction from QAS. 	
b)	Pockets	<ul style="list-style-type: none"> Internal pocket a useful option for additional pocket space. Additional pockets cost more to produce. We await further discussion and direction from QAS. 	
c)	Radio clip and access	<ul style="list-style-type: none"> Several paramedics suggested that they found it hard to access their radio through the turnout jacket. We suggest a flap be designed to allow ease of access in cold or wet weather. This can be refined in the specification, if QAS are in agreement. 	
d)	Zipper & Velcro	<ul style="list-style-type: none"> The zipper chosen for this jacket was noted as not sturdy or heavy enough, making grabbing the zipper and using it not as easy as it could be. We recommend a larger zipper be sourced and used for this garment - If it is to be implemented. The grade of Velcro was also noted as not strong enough and lost traction during the course of the trial. We await further discussion and direction from QAS. 	

RTI RELEASE

On Road Heavy Jacket

#	Paramedic Issue noted	Comment	Resolution
a)	Material choice	<ul style="list-style-type: none"> The material choice for the turnout jacket was heavier than raincoat - intentionally. Some noted that it should be lighter in weight for hotter regions. We recommend further discussion around this item take place first, before detailed material discussion options occur. 	
b)	Recommend that Material experts (Modisto) included in discussion	<ul style="list-style-type: none"> Other notes on material choice to be discussed that are sometimes contradictory, therefore require further discussion include: <ul style="list-style-type: none"> Water resistant (double up with raincoat?) Warm (intended for colder areas only?) Light (double up with raincoat?) We suggest that Modisto (material specialist and pattern maker) be involved in discussion to assist to finalise material choices / recommendations. 	
c)	Rank	<ul style="list-style-type: none"> Rank was not included in scope for this project. 	
d)	High-visibility standards	<ul style="list-style-type: none"> High-visibility standards compliance was a requirement by QAS for the uniform trial. Strong negative reaction was received by the paramedics, meaning that acceptance of high-visibility as a uniform standard might be problematic. Due to the possible legal or union implications of the choice for standards compliance vs. high-visibility of items - we await direction from QAS. 	
	Colour	<ul style="list-style-type: none"> The uniform trial was intentionally conducted with charcoal colourway, so that participants were not distracted by colour choice. We suggest colour is not an option that is open for broad feedback. Symplicit and QAS need to re-review the colour combinations previously submitted for discussion - we await further direction from QAS. 	

On Road Heavy Jacket - Specification



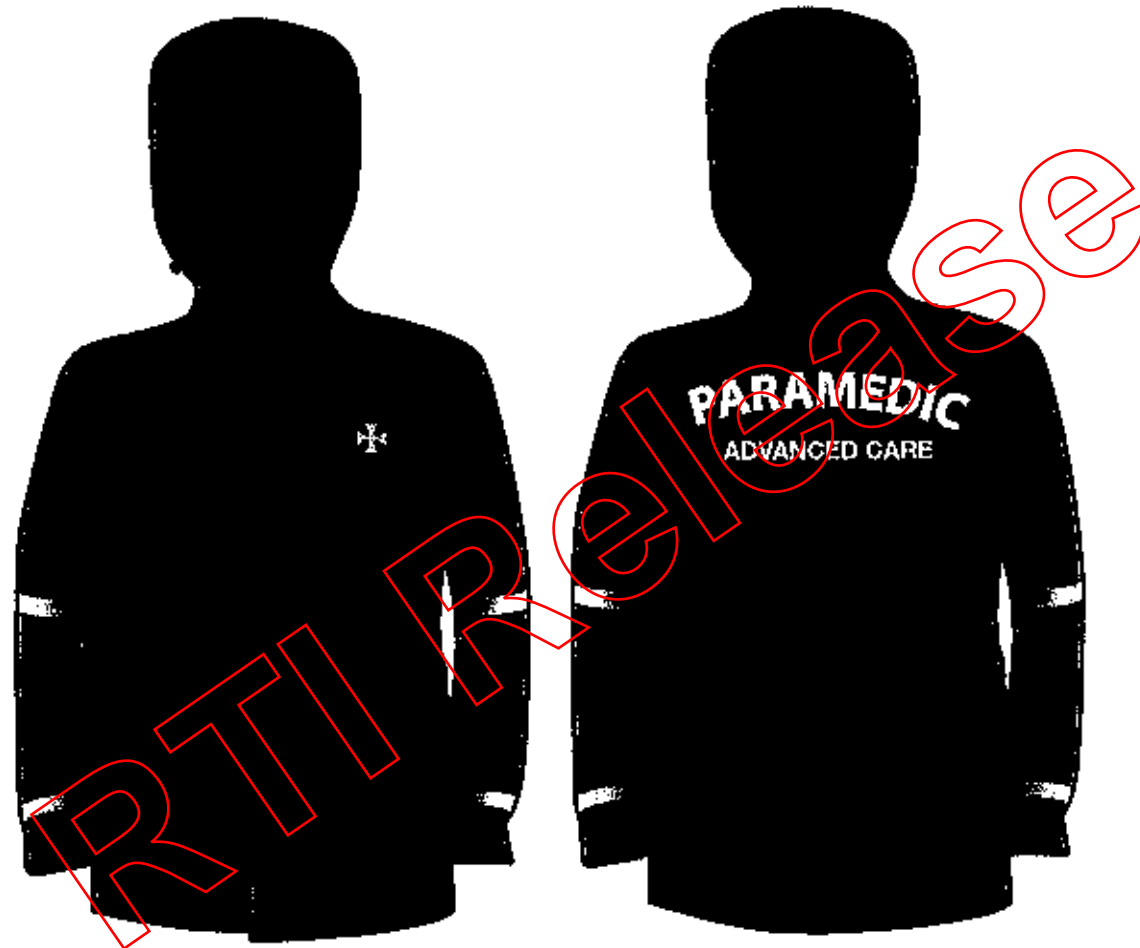
<p>SEAMS</p> <ul style="list-style-type: none"> • 1cm safety stitch seams • Ensure to use correct needles - no needle holes allowed • Ensure seams are secure and not puckering 	<p>PLACKET</p> <ul style="list-style-type: none"> • Concealed open end zip at centre front • Outer edge of the facing is on fold • Topstitch 6mm from edge • Ensure when buttoned up hem at centre front to be leveled 	
<p>SHOULDER</p> <ul style="list-style-type: none"> • Safety stitch shoulder seams - seam facing back • Twin needle stitching 	<p>SLEEVES</p> <p>Armhole</p> <ul style="list-style-type: none"> • Safety stitch sleeve in to armhole - seam facing into body • Twin needle stitching 	
<p>SIDSEAMS</p> <ul style="list-style-type: none"> • Safety stitch side seams - seam facing back 	<p>Sleeve hem</p> <ul style="list-style-type: none"> • Double neaten sleeve hem to finish 2.5cm wide • Twin needle stitching • Front sleeve tab with velcro 	
<p>YOKE</p> <ul style="list-style-type: none"> • Back yoke with box pleat in the centre, 1cm safety stitched & twin needle stitched, seam facing up 	<p>HEM</p> <ul style="list-style-type: none"> • 2.5cm wide neatend hem, 2 needle topstitching • Ensure hem is not roping 	
<p>BOTTOM POCKET</p> <ul style="list-style-type: none"> • 3cm wide welt pocket at bottom left & right front, edge stitched, zip inserted into opening 	<p>CUFF</p> <ul style="list-style-type: none"> • Bagged out with facing, flatstitched 	<p>ZIPS</p> <ul style="list-style-type: none"> • No.5 Nylon open end zip <p>WELT ACCESS</p> <ul style="list-style-type: none"> • Bottom front & sleeve welt is 2 layers of welt to access pockets <p>THREADS</p> <ul style="list-style-type: none"> • Matching colour <p>OTHER TRIMS</p> <ul style="list-style-type: none"> • Nylon tape • Right front chest

On Road Heavy Jacket - Specification

Description	+	-	XS	S	M	L	XL	2XL	GRADE
	TOL	TOL	85	90	95	100	105	110	(cm)
Shoulder breadth at seam 2cm grading	1.0	1.0	49	50.5	52	53.5	55	56.5	1.5
Chest at underarm	2.0	1.0	125	130	135	140	145	150	5
Hem circumference straight across	2.0	1.0	125	130	135	140	145	150	5
Front length from shoulder at neck seam	1.0	1.0	81	82.5	84	85.5	87	88.5	1.5
Neck width at seam	0.5	0.5	19	19.5	20	20.5	21	21.5	0.5
Neck opening buttoned along seam	1.0	1.0	52.5	54	55	56.5	58	59.5	1.5
Front neck drop from neck edge	0.5	0.5	10	10.5	11	11.5	12	12.5	0.5
Bottom pocket opening	0.5	0.5	18	18	18	18.5	18.5	19	
Sleeve WELT opening	0.5	0.5	13	13	13	13	13	13	0
Armhole	1.0	1.0	56	58	60	62	64	66	2
Sleeve girth at underarm	1.0	1.0	47	49	51	53	55	57	2
Sleeve length from armhole	1.0	1.0	58	59	60	61	62	63	1
Sleeve opening relaxed-long	1.0	1.0	27	28	29	30	31	32	1
Back neck drop to neck edge	0.5	0.5	4	4	4	4	4	4	0
Centre back length	1.0	1.0	81	82.5	84	85.5	87	88.5	1.5
Zip length with 1cm grading	0.0	0.0	58	59	60	61	62	63	1
Inner sleeve opening relaxed	1.0	1.0	18	19	20	21	22	23	1
Inner sleeve opening stretched	1.0	1.0	31	32	33	34	35	36	1
Back yoke depth	1.0	1.0	15	15	15	15	15	15	0
Top of badge from HSP	0.0	0.0	20	20.5	21	21.5	22	22.5	0.5



ON ROAD RAINCOAT



420 Denier Nylon



Pantone 185 C




Pantone 2767 C

On Road Raincoat

	Paramedic issued	Comments	Resolution
a	Raincoat	<ul style="list-style-type: none"> No changes. Garment was well liked. 	
b	Rank	<ul style="list-style-type: none"> Rank was not included in scope for this project. 	
c	High-visibility standards	<ul style="list-style-type: none"> High-visibility standards compliance was a requirement by QAS for the uniform trial. Strong negative reaction was received by the paramedics, meaning that acceptance of high-visibility as a uniform standard might be problematic. Due to the possible legal or union implications of the choice for standards compliance vs. high-visibility of items - we await direction from QAS. 	
d	Colour	<ul style="list-style-type: none"> The uniform trial was intentionally conducted with charcoal colourway, so that participants were not distracted by colour choice. We suggest colour is not an option that is open for broad feedback. Symplicit and QAS need to re-review the colour combinations previously submitted for discussion - we await further direction from QAS. 	

RTI RELEASE

On Road Raincoat - Specification

<p>SEAMS</p> <ul style="list-style-type: none"> • 1cm safety stitch seams • Ensure to use correct needles - no needle holes allowed • Ensure seams are secure and not puckering 	<p>HOOD</p> <ul style="list-style-type: none"> • 3 piece fully lined hood with elasticated cord inserted in hood opening with adjustable toggle • Support piece inserted into hood at peak • Hood top to be lined with mesh lining 	
<p>SHOULDER</p> <ul style="list-style-type: none"> • Safety stitch shoulder seams - seam facing back • Twin needle stitching 	<p>PLACKET</p> <ul style="list-style-type: none"> • Concealed open end zip at centre front • Outer edge of the placket is on fold • Topstitch 6mm from edge • Ensure when buttoned up hem at centre front to be levelled 	
<p>SIDSEAMS</p> <ul style="list-style-type: none"> • Safety stitch side seams - seam facing back 	<p>SLEEVES</p> <p>Armhole</p> <ul style="list-style-type: none"> • Safety stitch sleeve into armhole • Twin needle stitching 	<p>WELT ACCESS</p> <ul style="list-style-type: none"> • Bottom front & sleeve at bottom left & right front, edge stitched, zip inserted into opening
<p>YOKE</p> <ul style="list-style-type: none"> • Back yoke with box pleat in the centre, 1cm safety stitched & twin needle stitched, seam facing up 	<p>Sleeve hem</p> <ul style="list-style-type: none"> • Double neaten sleeve hem to finish 2.5cm wide • Twin needle stitching • Front sleeve tab with velcro 	<p>HEM</p> <ul style="list-style-type: none"> • 2.5cm wide neaten hem, 2 needle topstitched • Ensure hem is not roping • Elastic cord inserted into hem exposed at inside left & right sideseam through metal eyelets spaced 4cm apart
<p>BOTTOM POCKET</p> <ul style="list-style-type: none"> • 3cm wide welt pocket at bottom left & right front, edge stitched, zip inserted into opening 	<p>Cuff</p> <ul style="list-style-type: none"> • Bagged out with facing, flat stitched • Inner cuff with elastic in the opening 	<p>ZIPS</p> <ul style="list-style-type: none"> • No.5 Nylon open end zip. Zip in front

On Road Raincoat - Specification

Description	+	-	X5	S	M	L	XL	2XL	GRADE
	TOL	TOL	85	90	95	100	105	110	(cm)
Shoulder breadth at seam with 2cm grading	1.0	1.0	49	50.5	52	53.5	55	56.5	15
Chest at underarm	2.0	1.0	125	130	135	140	145	150	5
Hem circumference straight across	2.0	1.0	125	130	135	140	145	150	5
Front length from shoulder at neck seam	1.0	1.0	81	82.5	84	85.5	87	88.5	15
Neck width at seam	0.5	0.5	19	19.5	20	20.5	21	21.5	0.5
Neck opening buttoned along seam	1.0	1.0	52.5	54	55	56.5	58	59.5	15
Front neck drop from neck edge	0.5	0.5	10	10.5	11	11.5	12	12.5	0.5
Bottom pocket opening	0.5	0.5	18	18	18	18.5	18.5	19	
Sleeve WELT opening	0.5	0.5	13	13	13	13	13	13	0
Armhole	1.0	1.0	56	58	60	62	64	66	2
Sleeve girth at underarm	1.0	1.0	47	49	51	53	55	57	2
Sleeve length at armhole	1.0	1.0	58	59	60	61	62	63	1
Sleeve opening relaxed-long	1.0	1.0	27	28	29	30	31	32	1
Back neck drop to neck edge	0.5	0.5	4	4	4	4	4	4	0
Centre back length	1.0	1.0	81	82.5	84	85.5	87	88.5	15
Hood height from neck seam	1.0	1.0	38	38	38	38	38	38	0
Hood depth	1.0	1.0	49	50.5	52	53.5	55	56.5	15
Zip length with 1cm grading	0.0	0.0	58	59	60	61	62	63	1
Inner sleeve opening relaxed	1.0	1.0	18	19	20	21	22	23	1
Inner sleeve opening stretched	1.0	1.0	31	32	33	34	35	36	1
Back yoke depth	1.0	1.0	15	15	15	15	15	15	0
Top of badge from HSP	0.0	0.0	20	20.5	21	21.5	22	22.5	0.5

ON ROAD OMISSIONS

BAGS / PERSONAL STORAGE & SHOES

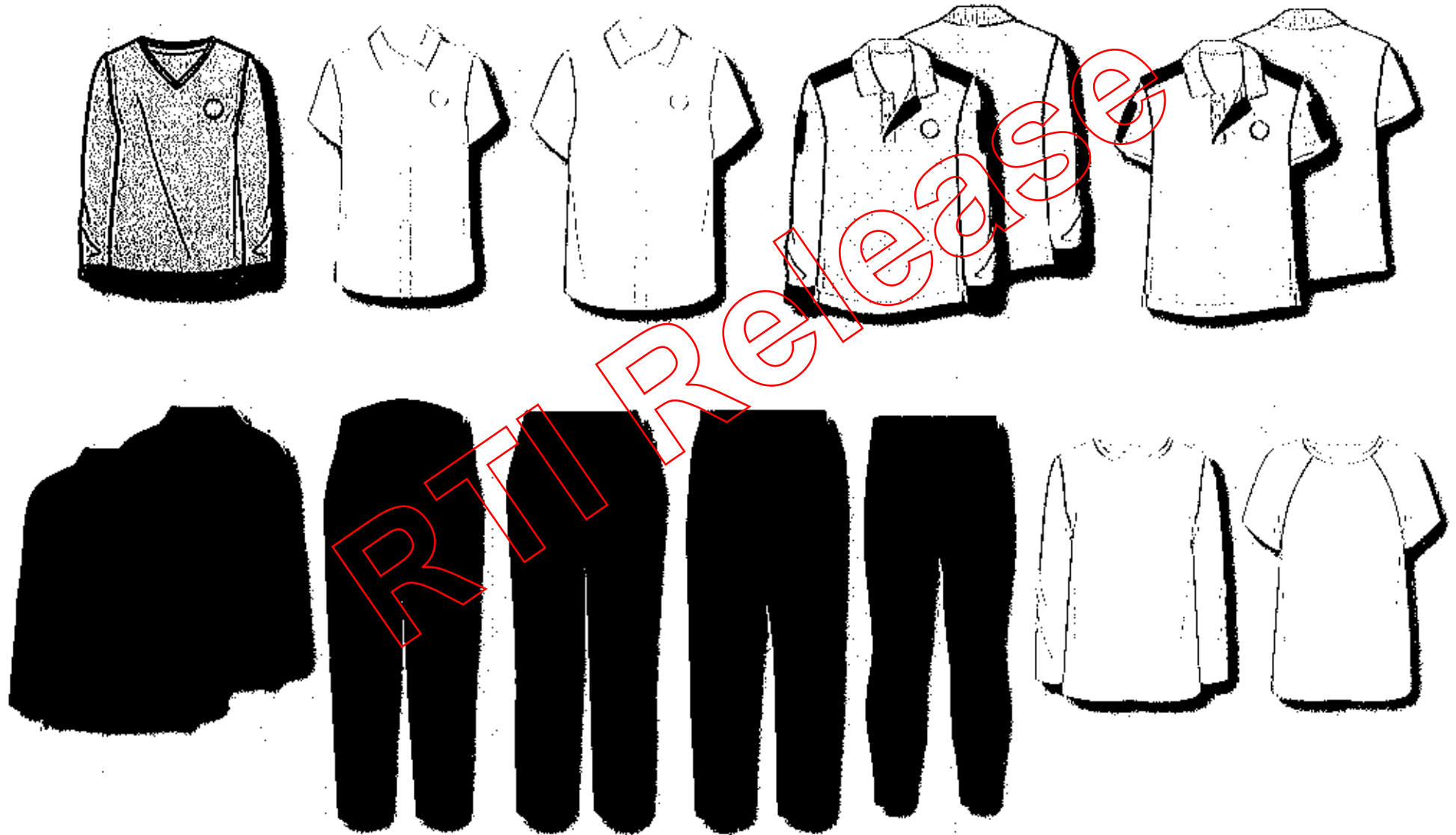
	Paramedic/ Paramedic	Comment	Resolution
[X]	Bags / personal storage	<ul style="list-style-type: none"> • Carrying and storage came up several times as an issue. • Whilst we don't recommend pockets all over every garment - we do recommend a system of pockets and larger personal burn-bag be considered. • This finding crosses over directly with the bag project that is being completed by Symplicit. 	
[X]	Shoes	<ul style="list-style-type: none"> • We are happy to discuss this in context of a broader system with QAS. • Shoes were not included in scope. • Anecdotally it was observed in the field that the 'magnum' shoes were preferred to the other alternates available. 	

RTI RELEASE

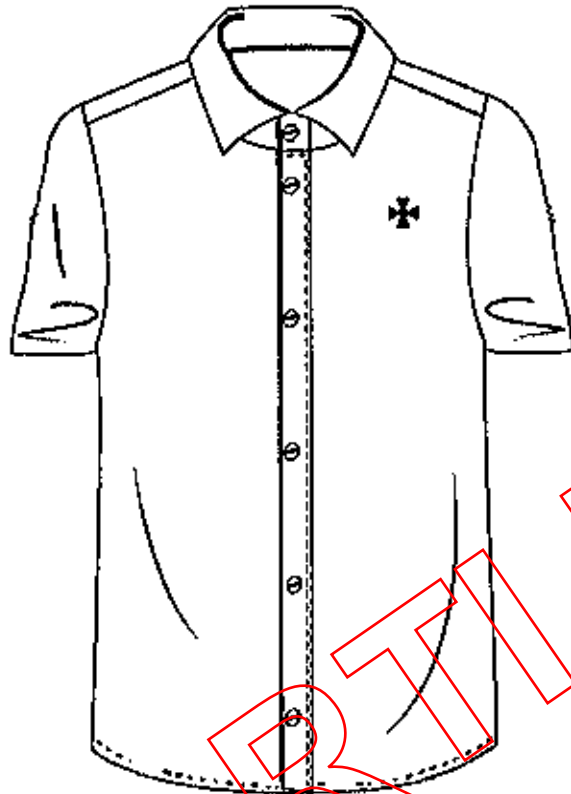


COMMUNICATIONS UNIFORM

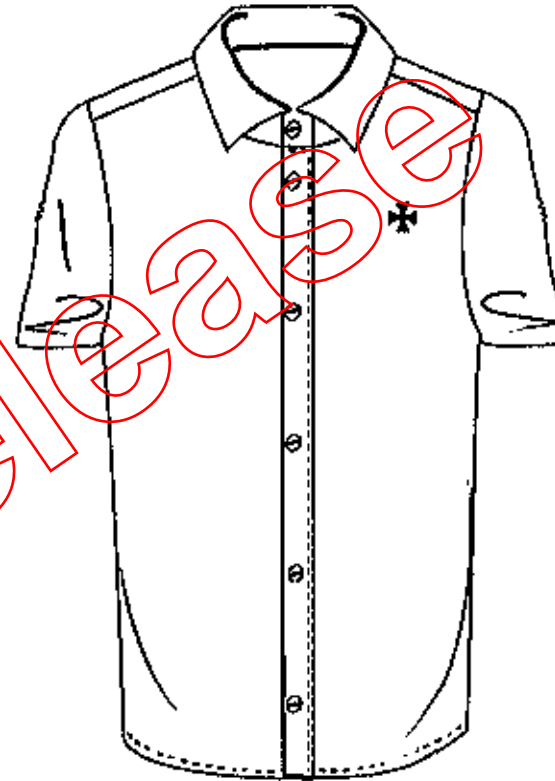
COMMUNICATIONS UNIFORM



COMMS SHIRTS



MEN



WOMEN

Cotton/Polyester 65%/35% or Polyester/Cotton 65%/35% or Cotton/Elastane 95%/5% (review fabric swatches)







Pantone 185 C



0% Black

Comms Shirts

	Issue reported	Comments	Resolution
	Overview	<ul style="list-style-type: none"> Overall, we suggested a more standard corporate direction be taken with the comms uniform. This was to reduce the double-up of uniform items with the 'dress uniform' and to ensure a professional and modern approach was taken by, what is essentially, corporate staff. The overly formal nature of some items (e.g., blazer) for sitting around all day was not favoured, as comfort was impacted. In this instance, comfort became the highest design priority for diary study members, however, this needs to be balanced with the appearance of the dress uniform used in the corporate environment. We suggest making smart casual the focus for the Comms team. We await further discussion and direction from QAS. 	
	Shirt	<ul style="list-style-type: none"> Due to vast sizing differences across the Comms team - and the fact that we used off-the-shelf items that were not custom made - the key finding is that less fitted garments should be considered, moving forward. For example, a boxy style that looks good tucked in or out is suggested. The design trialled had no pockets on the shirt. We do not recommend pockets on shirting, due to the issues observed with the current pockets on shirts (location, need for buttons, so on). We await further discussion and direction from QAS. 	
	Identification	<ul style="list-style-type: none"> The design trialled from off-the-shelf had no epaulettes. The presence of epaulettes will depend on approach to rank for this area of the organisation - and rank was not in scope for this project. We await further discussion and direction from QAS. 	
	Rank	<ul style="list-style-type: none"> Rank was not included in scope for this project. 	

RTL PLEASE

Comms Shirts

	Is removed	Comment	Restoration
e	Material	<ul style="list-style-type: none">• Easy to iron and care for was preferred; as noted with other items, this has impact on material choices (heavier weight, less natural fibres).• Further discussion is required with QAS.	
f	Colour	<ul style="list-style-type: none">• Colour was not included in scope for this iteration.• Previous colour way choices should be discussed again with QAS.• We await further discussion and direction from QAS.	

RTI Release

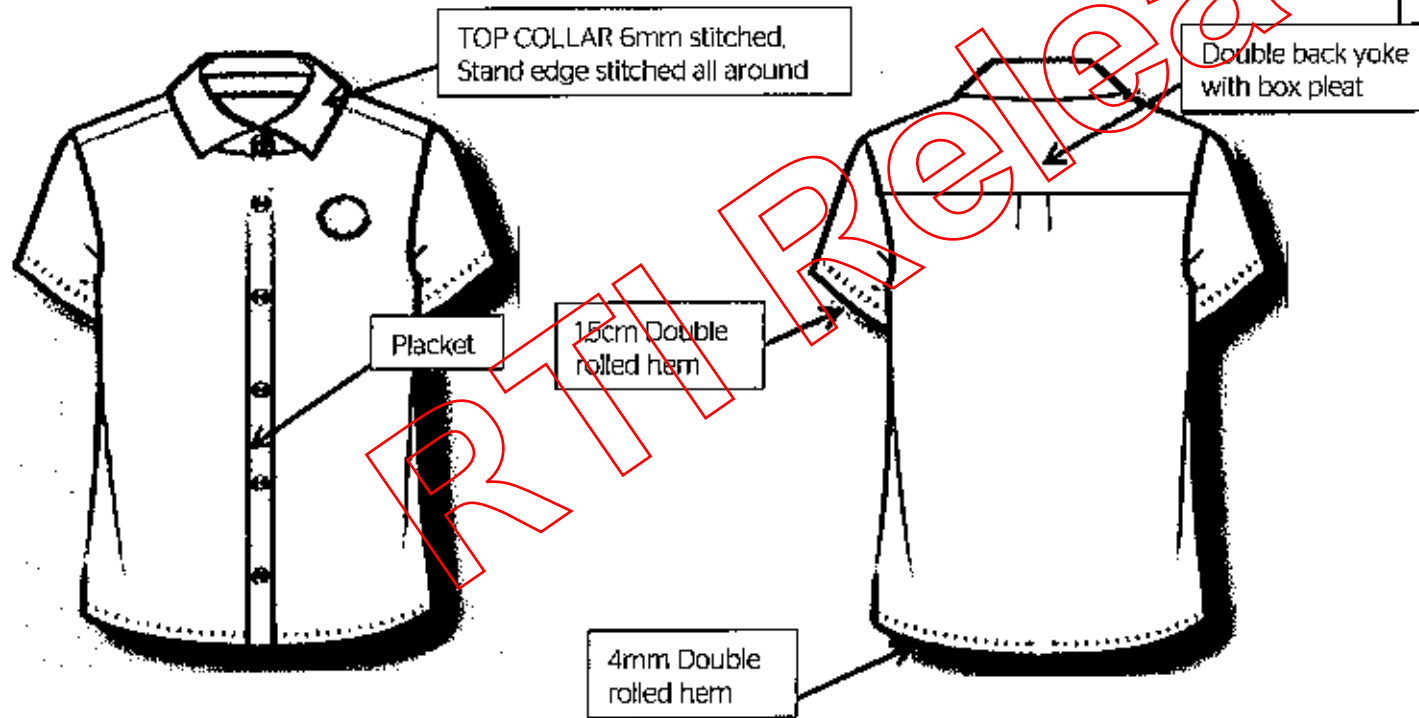
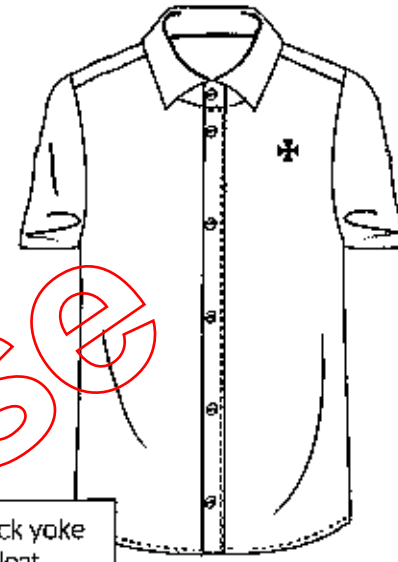
Comms Mens Shirts - Specification

LINING DETAILS

- 55GMS, 100% Polyester, Tafetta

COLLAR, CUFFS, YOKE & POCKET

- NOT cut on bias

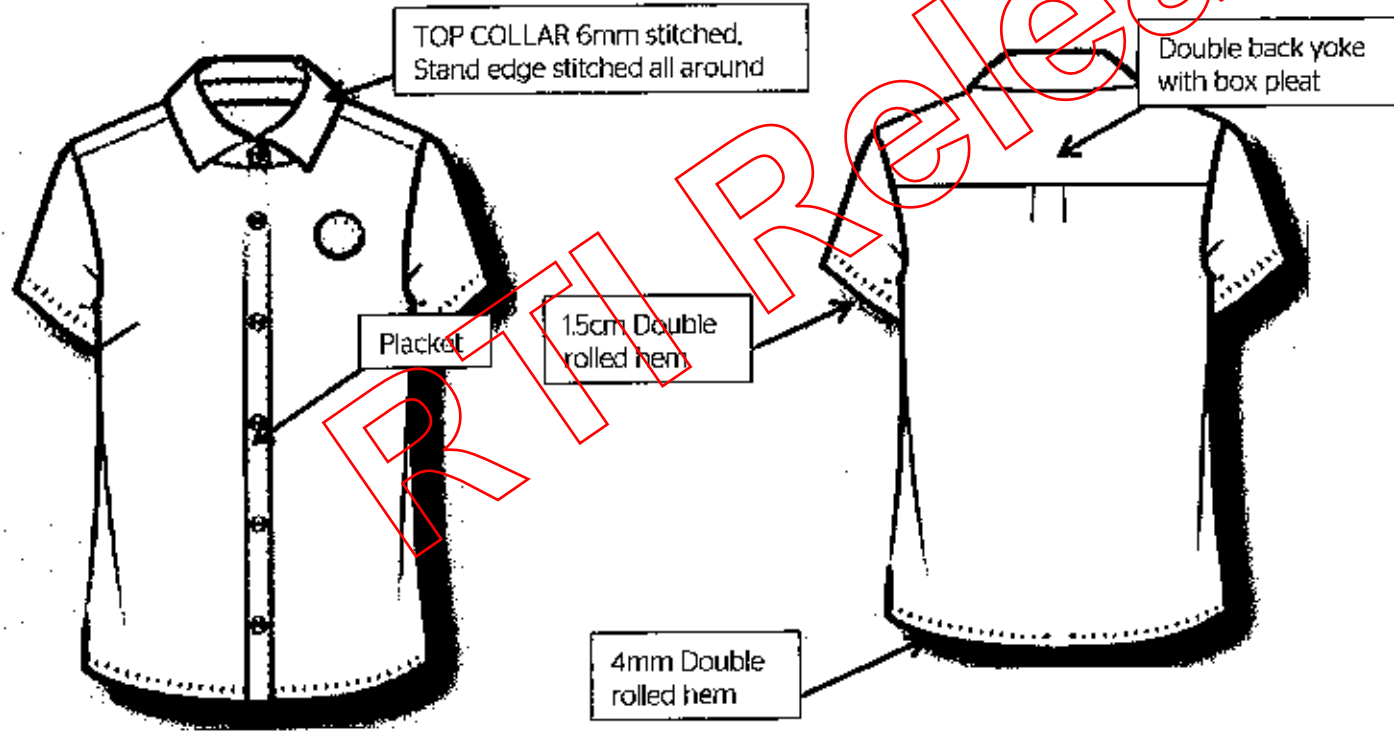
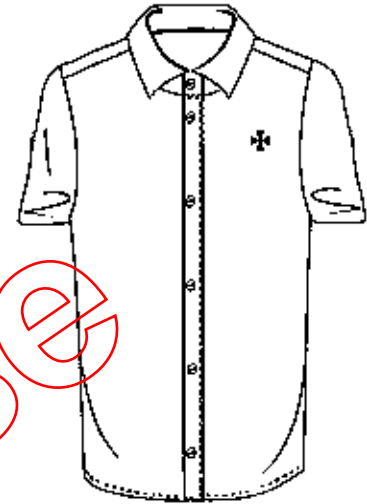


Comms Mens Shirts - Specification

Description	+ TOL	- TOL	XS 85	S 90	M 95	L 100	XL 105	2XL 110	GRADE (cm)
Shoulder breadth at seam with 2cm grading	1.0	1.0	45	47	49	51	53	55	2
Across front width at ½ armhole	1.0	1.0	40	42	44	46	48	50	2
Chest at underarm	2.0	1.0	104	109	114	119	124	129	5
Waist 15cm from underarm	2.0	1.0	98	103	108	113	118	123	5
Hem circumference straight across	2.0	1.0	100	105	110	115	120	125	5
Front length from shoulder at neck seam	1.0	1.0	71	73	75	77	79	81	2
Front neck drop from neck edge with 0.5cm grade	0.5	0.5	9	9.5	10	10.5	11	11.5	0.5
Back neck drop	0.5	0.5	2	2	2	2	2	2	0
Neck opening button along seam	1.0	1.0	39.5	41	42	43.5	45	46.5	1.5
Collar peak	0.0	0.0	7	7	7	7	7	7	0
Collar width at centre back	0.0	0.0	5	5	5	5	5	5	0
Collar stand width at centre back	0.0	0.0	3	3	3	3	3	3	0
Armhole drop from HSP	1.0	1.0	25	27	29	31	33	35	2
Sleeve girth at underarm	1.0	1.0	40	42	44	46	48	50	2
Sleeve length from shoulder	1.0	1.0	21.5	23.5	25.5	27.5	29.5	31.5	2
Sleeve opening relaxed	1.0	1.0	35	36	37	38	39	40	1
Yoke depth at centre back	0.5	0.5	9	9.5	10	10.5	11	11.5	0.5
Centre back length	1.0	1.0	69	71	73	75	77	79	2

Comms Womens Shirts - Specification

LINING DETAILS
• 55GMS, 100% Polyester, Taffeta
COLLAR, CUFFS, YOKE & POCKET
• NOT cut on bias



Comms Womens Shirts - Specification

Description	+ TOL	- TOL	6	8	10	Base 12	14	16	18	20	GRADE (cm)
Shoulder breadth at fold	1.0	1.0	37	38	39	40	41	42	43	44	1
Neck width at seam	0.5	0.5	15	15.5	16	16.5	17	17.5	18	18.5	0.5
Across front at mid armholes	1.0	1.0	33	34	35	36	37	38	39	40	1
Across back at mid armholes	1.0	1.0	35	36	37	38	39	40	41	42	1
Bust at underarm	2.0	1.0	87	91	95	100	105	110	116	122	
Waist 15cm from underarm	2.0	1.0	82	86	90	95	100	105	111	117	
Hem circumference straight across	2.0	1.0	95	99	103	108	113	118	124	130	
Front length from shoulder at neck seam	1.0	1.0	63.5	64	64.5	65	65.5	66	66.5	67	0.5
Collar peak	0.0	0.0	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	0
Collar width at centre back	0.0	0.0	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	0
Collar stand width at centre back	0.0	0.0	3	3	3	3	3	3	3	3	0
Armhole drop from HSP	0.5	0.5	21	22	23	24	25	26	27	28	1
Armhole drop from LSP	0.5	0.5	19	20	21	22	23	24	25	26	1
Sleeve length from LSP-short	0.5	0.5	17.75	18.5	19.25	20	20.75	21.5	22.25	23	0.75
Sleeve girth at underarm	1.0	1.0	34.1	35.3	36.5	38	39.5	41	42.8	44.6	
Sleeve opening-short	1.0	1.0	29	31	33	35	37	39	41	43	2
Neck opening total	1.0	1.0	38.5	40	41.5	43	44.5	46	47.5	49	1.5
Front neck drop from neck edge with 0.25cm grade	0.5	0.5	8.75	9	9.25	9.5	9.75	10	10.25	10.5	0.25
Centre back length	1.0	1.0	61.5	62	62.5	63	63.5	64	64.5	65	0.5
Placket width	0.0	0.0	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	0
Bust dart length	0.3	0.3	9.25	9.5	9.75	10	10.25	10.5	10.75	11	0.25

COMMS PANTS



MEN

WOMEN



90% Black

Polyester / viscose / elastane 70% / 26% / 4% 240gsm2. Elastic casing to be added into sides of waistband

Comms Pants

	Issue noted	Comment	Resolution
a)	Plain trousers	<ul style="list-style-type: none"> • Plain standard trousers are suggested for the comms team. • During the course of the project a pair provided by the fire department were showcased - these are effective as a template - given the side elastic. Caution should be observed with any 'gaps' that allow the elastic to be at full stretch and underwear to be seen. • We await further discussion and direction with QAS. 	
b)	Pockets	<ul style="list-style-type: none"> • Some diary participants noted the pockets were not deep enough in the trousers that were trialled. • We recommend deeper cut pockets for storage • Participants noted storage as an issue - however, given the corporate nature of the role, we feel excessive provision of pockets beyond what is normally expected or found within corporate attire is not necessary. • We await further discussion and direction from QAS. 	
c)	Colour	<ul style="list-style-type: none"> • Colour was not included in scope for this iteration. • Previous colour way choices should be discussed again with QAS. • We await further discussion and direction from QAS. 	

RTI RELEASE

Comms Mens Pants - Specification

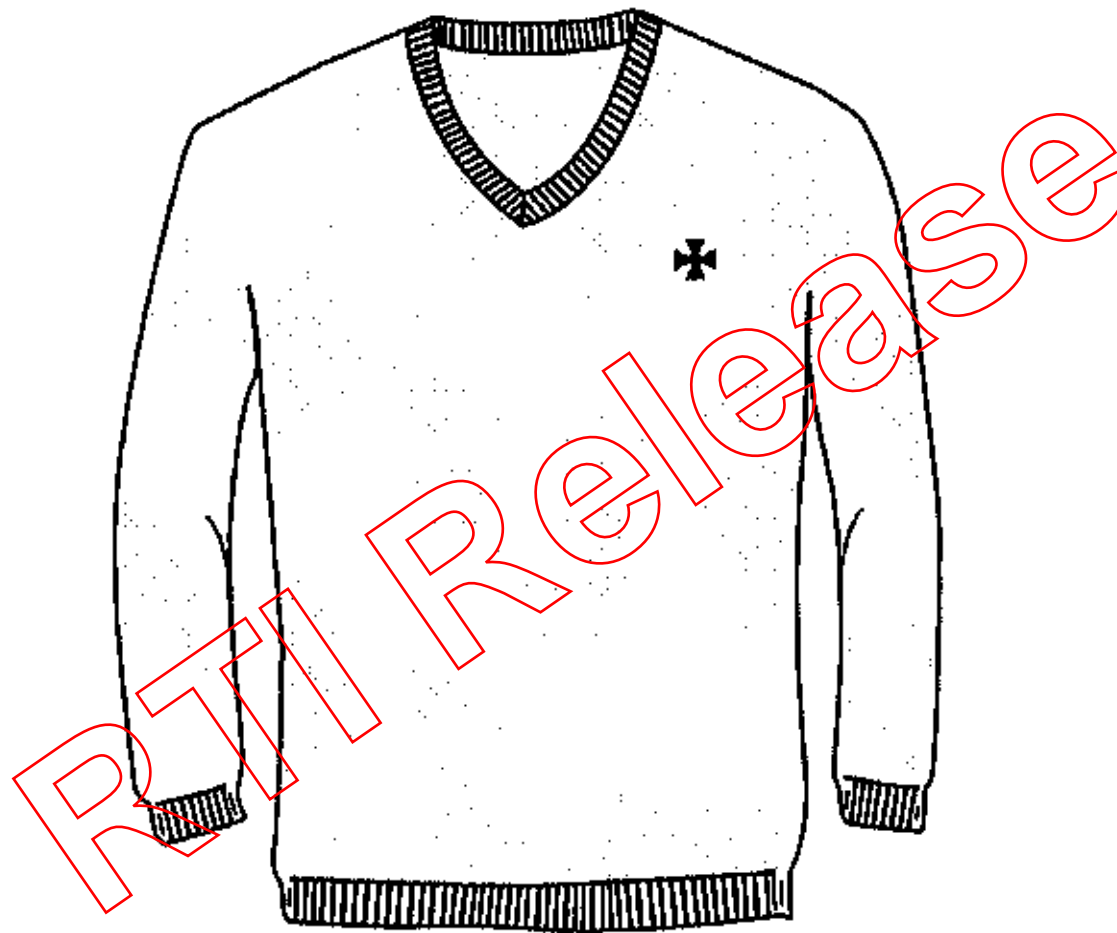
Description	+ TOL	- TOL	77	82	Base 87	92	97	102	GRADE (cm)
Waist finished relaxed	2.0	1.0	80	85	90	95	100	105	5
Waist finished stretched minimum	min	min	90	95	100	105	110	115	5
Seat 10cm above crotch	2.0	1.0	103	108	113	118	123	128	5
Thigh	1.0	1.0	63	66.5	68	70.5	73	75.5	2.5
Knee 35cm below crotch seam	1.0	1.0	45.5	47	48.5	50	51.5	53	1.5
Leg opening - long length	1.0	1.0	41	43	45	47	49	51	2
Waistband width	0.0	0.0	3.5	3.5	3.5	3.5	3.5	3.5	0
Belt loop length	0.0	0.0	4.5	4.5	4.5	4.5	4.5	4.5	0
Pocket opening	0.5	0.0	16.5	16.5	16.5	16.5	16.5	16.5	0
Pocket bag width	0.5	0.0	19	19	19	19	19	19	0
Pocket bag depth	0.5	0.0	28	28	28	28	28	28	0
Back dart length	0.0	0.0	5	5	5	5	5	5	0
Front rise from top of waist	1.0	1.0	22	23	24	25	26	27	1
Back rise from top of waist	1.0	1.0	38	39	40	41	42	43	1
Outleg from top of waist	1.0	1.0	102.5	103.5	104.5	105.5	106.5	107.5	1
Inleg length	1.0	1.0	82	82	82	82	82	82	0
Zip length	0.0	0.0	13.5	13.5	13.5	13.5	13.5	13.5	0

RTI RELEASE

Comms Womens Pants - Specification

Description	+ TOL	- TOL	6	8	10	Base 12	14	16	18	20	GRADE (cm)
Waist circumference relaxed	2.0	1.0	70	74	78	83	88	93	99	105	
Waist stretched minimum	MIN	MIN	80	84	88	93	98	103	109	115	
Hip 20cm including waistband	2.0	1.0	90	94	98	103	108	113	119	125	
Thigh	1.0	1.0	21.4	24.1	26.8	30	33.2	36.4	40.2	44	
Knee at half Inleg	1.0	1.0	34.5	36.5	38.5	41	43.5	46	49	52	
Leg opening - long length	1.0	1.0	39	40	41	42	43	44	45	45	1
Front rise from top of waist	1.0	1.0	22.4	23.2	24	25	26	27	28.05	29.1	
Back rise from top of waist	1.0	1.0	35.4	36.2	37	38	39	40	41.05	42.1	
Outleg from top of waist	1.0	1.0	99.15	99.7	100.25	101	101.75	102.5	103.25	103.25	
Waistband width	0.0	0.0	6	6	6	6	6	6	6	6	0
Belt loop length	0.0	0.0	6	6	6	6	6	6	6	6	0
Zip length	0.5	0.5	7	8	9	9	9	10	10	10	
Pocket opening	0.0	0.0	14	14	14	14	14	14	14	14	0
Pocket bag width	0.0	0.0	16	16	16	16	16	16	16	16	0
Pocket bag depth	0.0	0.0	25	25	25	25	25	25	25	25	0

COMMS V-NECK JUMPER



Cotton / viscose or 100% cotton (review fabric swatches)



18% Black

Comms V-neck Jumper

ID	Description	Comment	Resolution
a)	Overall aesthetic	<ul style="list-style-type: none"> A more casual approach was desired by all, given that comfort was the more important design driver for choice. Given the link to corporate and dress uniform - a blazer is appropriate - however an overall design direction discussion for comms uniforms is required. We await further instruction and direction from QAS. 	
b)	Structured cardigan / Jumper	<ul style="list-style-type: none"> The provision of a blazer was not favoured by the communications trial participants, who suggested they wanted a cardigan or jumper instead - as this would allow for comfort and warmth in the cooler indoor environment. We suggest a cardigan or jumper as appropriate - however, as mentioned above - a wider overall approach for Comms must be discussed. We await further instruction and direction from QAS. 	
c)	Rank	<ul style="list-style-type: none"> Rank was not included in scope for this project. 	
d)	Colour	<ul style="list-style-type: none"> Colour was not included in scope for this iteration. Previous colour way choices should be discussed again with QAS. We await further discussion and direction from QAS. 	

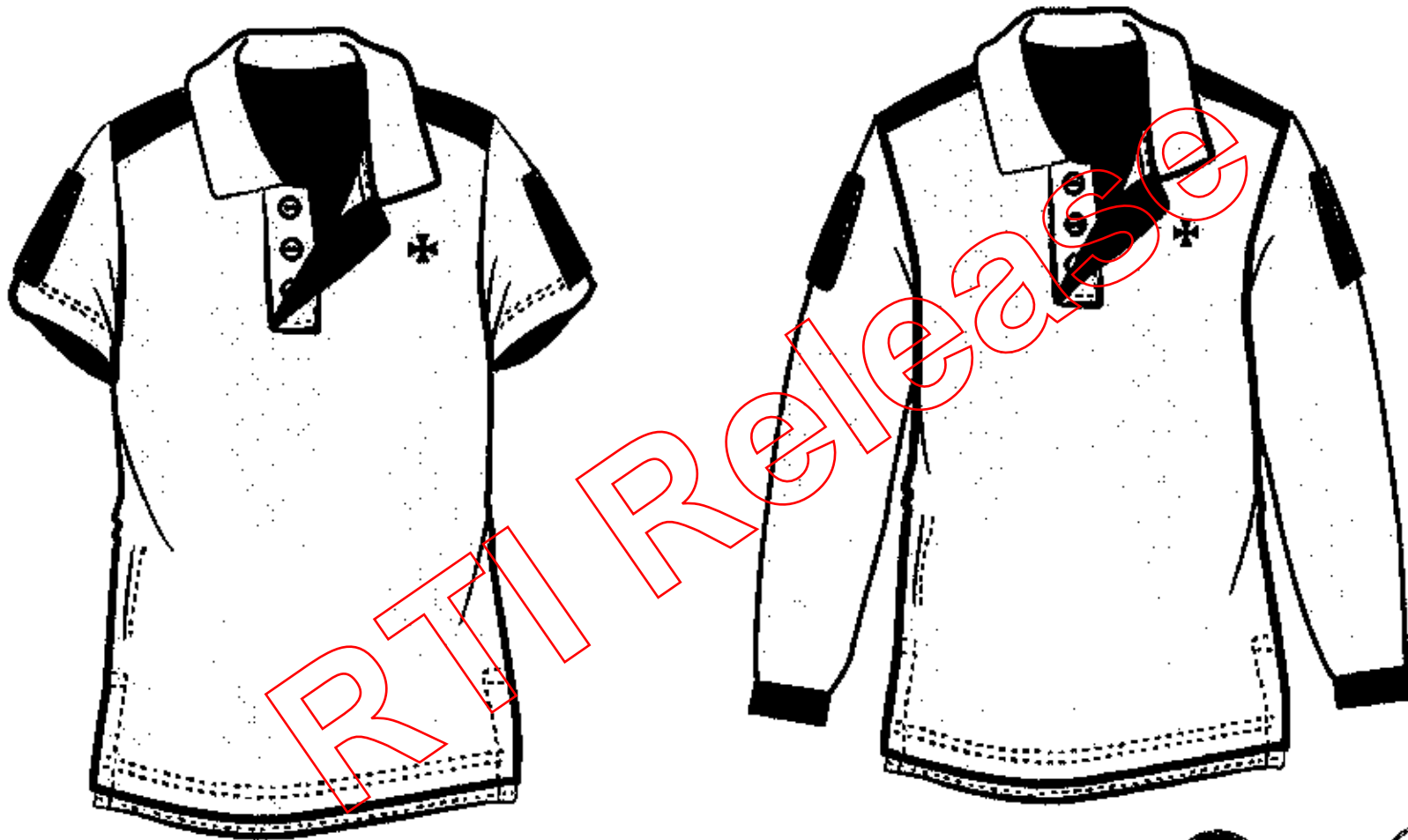
RTI RELEASE

Comms V-Neck Jumper - Specification

Description	+ TOL	- TOL	S 90	M 95	L 100	XL 105	2XL 110	GRADE (cm)
Shoulder breadth at HSP	1.0	1.0	42.5	44	45.5	47	48.5	15
Across front width at ½ armhole	1.0	1.0	40.5	42	43.5	45	46.5	15
Chest at underarm	2.0	1.0	108	113	118	123	128	5
Waist 15cm from underarm	2.0	1.0	103	108	113	118	123	5
Hem circumference straight across	2.0	1.0	80	85	90	95	100	5
Front length from HSP	1.0	1.0	68.5	70	71.5	73	74.5	15
Neck width at fold edge to edge	0.5	0.5	12.5	13	13.5	14	14.5	0.5
Front neck drop from neck edge with 0.5cm grade	0.5	0.5	14	14.5	15	15.5	16	0.5
Neck band width	0.0	0.0	18	18	18	18	18	0
Underarm level from HSP	0.5	0.5	24.5	25.5	26.5	27.5	28.5	1
Sleeve girth at underarm	1.0	1.0	33	35	37	39	41	2
Elbow girth 25cm from underarm	1.0	1.0	29	31	33	35	37	2
Sleeve length from LSP	1.0	1.0	66	67	68	69	70	1
Sleeve opening relaxed	1.0	1.0	20	21	22	23	24	1
Cuff width	0.5	0.5	6.5	6.5	6.5	6.5	6.5	0
Back neck drop to neck edge	0.5	0.5	2	2	2	2	2	0
Armhole along seam	1.0	1.0	48	50	52	54	56	2
Armhole straight	1.0	1.0	20.5	21.5	22.5	23.5	24.5	1

RTI REQUEST

COMMS POLO SHIRT



Cotton / Poly Pique jersey (review fabric swatches)


Pantone 185 C

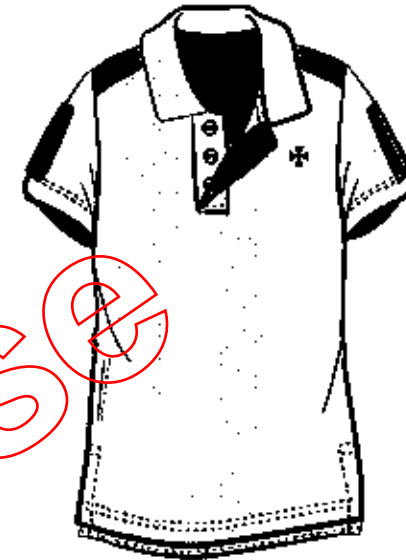

18% Black

Comms Polo Shirt

	Issue/Defect	Comments	Resolution
62	Shirt vs. polo	<ul style="list-style-type: none"> • Design direction to be followed with Comms uniform needs to be discussed. • A less formal approach would dictate polo, a more formal approach matching in with the dress uniform would suggest shirt. • Offering both options leads to a less professional appearance - as the streamlined aesthetic across all wearers is lost when too many options are provided. • We await further discussion and direction from QAS. 	
63	Rank	<ul style="list-style-type: none"> • Rank was not included in scope for this project. 	
64	Colour	<ul style="list-style-type: none"> • Colour was not included in scope for this iteration. • Previous colour way choices should be discussed again with QAS. • We await further discussion and direction from QAS. 	

RTI RELEASE

Comms Polo Shirt - Specification



<p>STICHING</p> <ul style="list-style-type: none"> • Edgestitch: 0.1 • Topstitch 6mm from edge: 0.6 	<p>PLACKET</p> <ul style="list-style-type: none"> • 3 button holes at front placket • Top & under plackets are bagged out with body • Outer edge of the placket is on fold • Edge stitch both inner & outer edges plackets 		<p>SHOULDER</p> <ul style="list-style-type: none"> • Mock stitch shoulder seam - seam facing back
<p>SEAMS</p> <ul style="list-style-type: none"> • 7MM Mock safety stitch seams, ensure to adjust tension correctly • Ensure to use correct needles no needle holes allowed • Ensure seams are secure and not puckering 	<p>YOKE</p> <ul style="list-style-type: none"> • Mock stitch front yoke seam - edgestitch seam facing up 		<p>SLEEVE POCKET</p> <ul style="list-style-type: none"> • Double jetted welt pen pocket inserted into sleeve • Pocket bag stitched through sleeve, divided into 2 compartments
<p>SHOULDER</p> <ul style="list-style-type: none"> • Mock stitch shoulder seam - seam facing back 	<p>SLEEVES</p> <ul style="list-style-type: none"> • Armhole - mock safety stitch sleeve in to armhole - 6mm top stitch seam facing in to body • Sleeve opening - coverstitch sleeve opening 2cm wide, needles 3mm apart 		<p>SIDSEAM POCKET</p> <ul style="list-style-type: none"> • Credit card pocket inserted into right sideseam, invisible zip in the opening
<p>SIDSEAMS</p> <ul style="list-style-type: none"> • Mock stitch side seams - seam face back • Split at side seams, 6cm long at front, 8cm long at back 	<p>SLEEVE POCKET</p> <ul style="list-style-type: none"> • Double jetted welt pen pocket inserted into sleeve • Pocket bag stitched through sleeve, divided into 2 compartments 		<p>HEM</p> <ul style="list-style-type: none"> • Cover stitch hem to finish 2cm wide - needles 3mm apart • Ensure to trim raw edges inside the cover stitch seams
<p>COLLAR</p> <ul style="list-style-type: none"> • Rib knit collar 	<p>SLEEVE POCKET</p> <ul style="list-style-type: none"> • Double jetted welt pen pocket inserted into sleeve • Pocket bag stitched through sleeve, divided into 2 compartments 		<p>ZIPS</p> <ul style="list-style-type: none"> • 11cm invisible zip
<p>NECK</p> <ul style="list-style-type: none"> • 5mm inside binding on front & back neck - flat stitch outer edge 	<p>BUTTONS</p> <ul style="list-style-type: none"> • Polyester DTM buttons - 3 in front 		<p>BUTTONS</p> <ul style="list-style-type: none"> • Polyester DTM buttons - 3 in front

Comms Polo Shirt - Specification

Description	+ TOL	- TOL	6	8	10	BASE 12	14	16	18	20	GRADE (cm)
Shoulder breadth at seam	1.0	1.0	37	38	39	40	41	42	43	44	1
Neck width at seam	0.5	0.5	13.5	14	14.5	15	15.5	16	16.5	17	0.5
Bust at underarm	2.0	1.0	93	97	101	106	111	116	122	128	
Waist 15cm from underarm	2.0	1.0	93	97	101	106	111	116	122	128	
Hem circumference above splits	2.0	1.0	97	101	105	110	115	120	126	132	
Front length from shoulder at neck seam	1.0	1.0	69	69.5	70	70.5	71	71.5	72.5	73.5	0.5
Collar peak	0.0	0.0	6	6	6	6	6	6	6	6	0
Collar width at centre back	0.0	0.0	6	6	6	6	6	6	6	6	0
Armhole	1.0	1.0	44.9	46.5	48.1	50	51.9	53.8	56	58.2	
Sleeve girth at underarm	1.0	1.0	34.1	35.3	36.5	38	39.5	41	42.8	44.6	
Sleeve length from shoulder-short	0.5	0.5	22.5	23	23.5	24	24.5	25	25.5	26	0.5
Sleeve opening-short	1.0	1.0	30.1	31.3	32.5	34	35.5	37	38.8	40.6	
Front neck drop from neck edge 0.25cm	0.5	0.5	5.75	6	6.25	6.5	6.75	7	7.25	7.5	0.25
Back neck drop to neck edge	0.5	0.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	0
Centre back length	1.0	1.0	71	71.5	72	72.5	73	73.5	74.5	75.5	0.5
Sleeve pocket width	0.5	0.5	6	6	6	6	6	6	6	6	0
Sleeve pocket depth	0.5	0.5	13	13	13	13	13	13	13	13	0
Placket width	0.5	0.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	0
Placket length	0.5	0.5	14	14	14	14	14	14	14	14	0



COMMS FLEECE



100% Polyester Fleece.



Pantone 185 C



90% Black

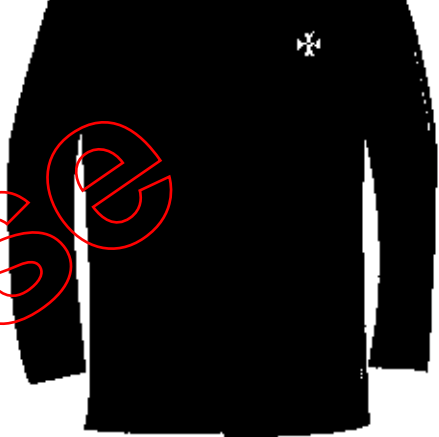


Comms Fleece

ID	Description	Comment	Resolution
12	Shared fleece?	<ul style="list-style-type: none"> The fleece was liked by comms staff for comfort and warmth. It was less structured than the blazer, yet offered a smart and casual alternate. Overall design direction for the Comms team needs to be discussed with QAS. We await further discussion and direction from QAS. 	
13	Material	<ul style="list-style-type: none"> A more structured fleece could be investigated, if implemented. No hood is required for this fleece. It should be thicker than the prototype, and more structured, if it is to replace the blazer. We await further discussion and direction from QAS. 	
14	Rank	<ul style="list-style-type: none"> Rank was not included in scope for this project. 	
15	Colour	<ul style="list-style-type: none"> Colour was not included in scope for this iteration. Previous colour way choices should be discussed again with QAS. We await further discussion and direction from QAS. 	

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Comms Fleece - Specification

<p>SEAMS</p> <ul style="list-style-type: none"> 1cm safety stitch seams Ensure to use correct needles - no needle holes allowed Ensure seams are secure and not puckering 	<p>PLACKET</p> <ul style="list-style-type: none"> Exposed open end zip at centre front Right front to have zip facing facing, from hem to neck seam Outer edge of the facing is on fold Topstitch centre front 6mm from edge Ensure when zipped up hem at centre front to be leveled 	
<p>SHOULDER</p> <ul style="list-style-type: none"> Safety stitch shoulder seams - seam facing back Twin needle stitching 	<p>SLEEVES</p>	
<p>SIDSEAMS</p> <ul style="list-style-type: none"> Safety stitch side seams - seam facing back 	<p>Armhole</p> <ul style="list-style-type: none"> Safety stitch sleeve in to armhole - seam facing into body Twin needle stitching 	<p>ZIPS</p> <ul style="list-style-type: none"> No5 Nylon open end zip
<p>COLLAR</p> <ul style="list-style-type: none"> Bagged out collar & flat stitch inside & 6mm top stitch around Left collar has extension & 2 x 15mm press studs to close 	<p>Sleeve hem</p> <ul style="list-style-type: none"> 2cm wide elastic inserted into sleeve hem Twin needle stitching 	<p>BUTTONS</p> <ul style="list-style-type: none"> 15mm press studs
<p>BOTTOM WELT POCKET</p> <ul style="list-style-type: none"> Welt pocket inserted in sideseams, edgestitch around welt Safetystitch pocket bags 	<p>HEM</p> <ul style="list-style-type: none"> 2.5cm wide neatend hem, 2 needle topstitching Ensure hem is not roping 	<p>THREADS</p> <ul style="list-style-type: none"> Matching colour <p>OTHER TRIMS</p> <ul style="list-style-type: none"> Nylon tape Right front chest

Comms Fleece - Specification

Description	+ TOL	- TOL	S 92	M 97	L 102	XL 107	2XL 112	3XL 117	GRADE (cm)
Shoulder breadth at seam 2cm grading	1.0	1.0	46.5	48	49.5	51	52.5	54	15
Chest at underarm	2.0	1.0	110	115	120	125	130	135	5
Hem circumference straight across	2.0	1.0	112	117	122	127	132	137	5
Front length from shoulder at neck seam	1.0	1.0	73.5	75	76.5	78	79.5	81	15
Neck width at seam	0.5	0.5	19.5	20	20.5	21	21.5	22	0.5
Neck opening buttoned along seam	1.0	1.0	53	54	55.5	57	58.5	60	15
Front neck drop from neck edge 0.5cm grade	0.5	0.5	9.5	10	10.5	11	11.5	12	0.5
Collar peak	0.0	0.0	6	6	6	6	6	6	0
Collar width at centre back	0.0	0.0	6	6	6	6	6	6	0
Bottom pocket opening	0.5	0.5	18	18	18.5	18.5	19	19	
Bottom pocket depth	0.5	0.5	21.5	21.5	22	22	22.5	22.5	
Sleeve pen pocket width	0.5	0.5	6	6	6	6	6	6	0
Sleeve pen pocket depth	0.5	0.5	13	13	13	13	13	13	
Armhole	1.0	1.0	51	53	55	57	59	61	2
Sleeve girth at underarm	1.0	1.0	44	46	48	50	52	54	2
Sleeve length from armhole	1.0	1.0	65	66	67	68	69	70	1
Sleeve opening relaxed-long	1.0	1.0	21	22	23	24	25	26	1
Sleeve opening stretched minimum-long	MIN	MIN	31	32	33	34	35	36	1
Back neck drop to neck edge	0.5	0.5	4	4	4	4	4	4	0
Centre back length	1.0	1.0	73.5	75	76.5	78	79.5	81	15
Top of badge from HSP	0.5	0.5	20.5	21	21.5	22	22.5	23	0.5

COMMS OMISSIONS

SKIRT & SHOES

	Issued/Noted	Comment	Resolution
b7c	Skirt	<ul style="list-style-type: none">• An option for a skirt was not trialed, however, needs to be part of an available uniform as an alternate to trousers for women.• We await further discussion and direction from QAS.	
b7c	Shoes	<ul style="list-style-type: none">• Shoes were not in scope for this project.• We note anecdotally that the on-road boots that were worn by many in the comms department are not appropriate for the corporate environment.• We suggest shoes similar to dress shoes are appropriate for the comms uniform.• We await further discussion and direction from QAS.	

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UNDERGARMENTS

RTI Release

TOPS & LEGGINGS



Cotton / elastane 95/5% 200 gr jersey



0% Black



90% Black



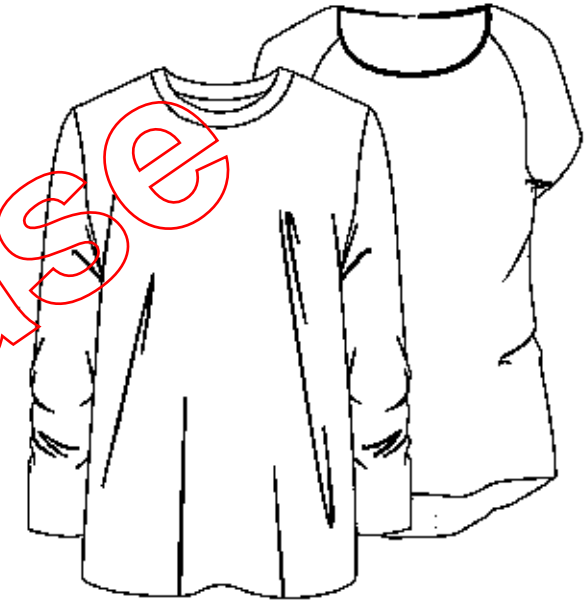
Undergarments

ID	Reviewed	Comment	Resolution
01	Undergarment 'fit for purpose' and 'how to' guide	<ul style="list-style-type: none"> Paramedics felt that the T-shirt undergarment was a good thermal regulator, wicked sweat and helped suppress body odour. Long sleeve T-shirt and long johns were observed to not perform cooling function in summer months. We suggest items for summer are T-shirt undergarment. We suggest items for winter warmth are Long-sleeve T-shirt and long johns. 	
02	Use of 'skins'	<ul style="list-style-type: none"> We await further direction from QAS. QAS raised the suggestion of 'skins' to be used as undergarments. These have not been trialed, and we recommend that before any 'off the shelf' items are implemented, a small sample be trialed to ensure 'fit for purpose' before costly production takes place. We await further direction from QAS. 	
03	Material choice	<ul style="list-style-type: none"> The material choice for the undergarments was observed to stretch out of shape with the increased use. We recommend a material with greater elastin be used to better protect against wear and tear. 	
04	Recommend that Material experts (Modisto) included in discussion	<ul style="list-style-type: none"> Other notes on material choice to be discussed that are sometimes contradictory, therefore require further discussion include: <ul style="list-style-type: none"> Good at wicking sweat (trade-off is overstretching) Feel natural not synthetic (trade-off is overstretching) Not deform or stretch much (trade-off is natural vs. synthetic) Be wash and wear, including hot wash and tumble dry (trade-off is natural vs. synthetic) Not pill or pull, especially with Velcro (trade-off is weight and natural vs synthetic) We suggest that Modisto (material specialist and pattern maker) be involved in discussion to assist to finalise material choices / recommendations. 	



Undergarments Tops - Specification

<p>STITCHING</p>	<p>YOKE</p>
<ul style="list-style-type: none"> • Topstitch 6mm from edge 	<ul style="list-style-type: none"> • Flatlock front & back yoke seams
<p>SEAMS</p>	<p>SLEEVES</p>
<ul style="list-style-type: none"> • Flat lock all seams, 5 thread • Ensure to use correct needles - no needle holes allowed • Ensure seams are secure and not puckering 	<p>Armhole</p> <ul style="list-style-type: none"> • Flatlock sleeve in to armhole • Ensure armhole seam to meet at under arm
<p>SHOULDER</p>	<p>Sleeve hem</p>
<ul style="list-style-type: none"> • No shoulder seam 	<ul style="list-style-type: none"> • Cover stitch sleeve hem to finish 1.5cm wide - needles 3mm apart
<p>SIDSEAMS</p>	<p>HEM</p>
<ul style="list-style-type: none"> • Flatlock • Gusset at underarm to be flatlocked 	<ul style="list-style-type: none"> • Cover stitch hem to finish 1.5cm wide - needles 3mm apart
<p>NECK</p> <ul style="list-style-type: none"> • 1.7cm wide neck band is on fold, mock stitch to neck on circular • 6mm topstitch around neck • Centre front neck band to be mitred to get 'V' shape • Mitred stitch must be straight • 6mm topstitch around neck 	



RTI Release

Undergarments Tops - Specification

Description	+ TOL	- TOL	S 90	M 95	L 100	XL 105	2XL 110	GRADE (cm)
Shoulder breadth at seam	1.0	1.0	44.5	46	47.5	49	50.5	15
Across front width at ½ armhole	1.0	1.0	38.5	40	41.5	43	44.5	5
Chest at underarm INCLUDING GUSSET	2.0	1.0	101	106	111	116	121	5
Waist 15cm from underarm	2.0	1.0	95	100	105	110	115	15
Hem circumference straight across	2.0	1.0	103	108	113	118	123	0.5
Front length from shoulder at neck seam	1.0	1.0	66.5	68	69.5	71	72.5	15
Neck width at fold	0.5	0.5	17.5	18	18.5	19	19.5	0.5
Front neck drop from neck edge 0.5cm grade	0.5	0.5	17.5	18	18.5	19	19.5	0
Sleeve girth at underarm	1.0	1.0	33	35	37	39	41	0
Sleeve length from shoulder	1.0	1.0	64	65	66	67	68	
Sleeve opening relaxed-long	1.0	1.0	20	21	22	23	24	
Back neck drop to neck edge	0.5	0.5	2	2	2	2	2	0
Yoke depth at centre back	0.5	0.5	6.5	6.5	6.5	6.5	6.5	
Centre back length	1.0	1.0	69.5	71	72.5	74	75.5	2
Armhole	1.0	1.0	47	49	51	53	55	2
Neck band width	0.0	0.0	15	15	15	15	15	1

Undergarments Leggings - Specification

<p>SEAMS</p> <ul style="list-style-type: none"> • Flat lock all seams 	<p>ELASTIC</p> <ul style="list-style-type: none"> • 3.2cm wide elastic
<p>SIDSEAMS</p> <ul style="list-style-type: none"> • Flat lock all seams 	<p>THREADS</p> <ul style="list-style-type: none"> • Matching colour
<p>INSIDE LEG SEAMS</p> <ul style="list-style-type: none"> • Flatlock all seams • Gusset at crotch point, flatlock seams 	
<p>CENTRE FRONT & BACK SEAMS</p> <ul style="list-style-type: none"> • Flatlock all seams 	
<p>WAIST</p> <ul style="list-style-type: none"> • Exposed elastic in waist, 2 needle coverstitched to waist, needles spaced 6mm apart 	



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Undergarments Tops - Specification

Description	+ TOL	- TOL	XXS	XS	S	Base M	L	XL	2XL	3XL	GRADE (cm)
Waist circumference relaxed	2.0	1.0	57	62	67	72	77	82	87	92	5
Waist stretched minimum	2.0	1.0	79	84	89	94	99	104	109	114	5
Hip 18cm including waistband	2.0	1.0	79	84	89	94	99	104	109	114	5
Thigh including gusset	1.0	1.0	49.5	52	54.5	57	59.5	62	64.5	67	2.5
Knee at half inleg	1.0	1.0	28.6	30.4	32.2	34	35.8	37.6	39.4	41.2	1.8
Leg opening - long leg	1.0	1.0	20	21	22	23	24	25	26	27	1
Front rise from top of waist EXCLUDING gusset	1.0	1.0	21	22	23	24	25	26	27	28	1
Front rise from top of waist INCLUDING gusset	1.0	1.0	34	35	36	37	38	39	40	41	1
Outlet from top of waist	1.0	1.0	94	95	96	97	98	99	100	101	1
Gusset width at crotch point	0.0	0.0	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	0

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Who to contact about this document...

Symplicit Pty Ltd

Level 7, 160 Queen St,
Melbourne VIC 3000
Ph 03 9670 3385

Level 3, Studio 304, 54 Foveaux St
Surry Hills NSW 2010
Ph 02 9280 3594

Level 1, 152 Griffith St
Coolangatta QLD 4225
Ph 07 5536 3807

www.symplicit.com.au



Jodie Moule

Co-founding Director

s.47(3)(b)

s.47(3)(b)@symplicit.com.au



Duncan Underwood

Director

s.47(3)(b)

s.47(3)(b)@symplicit.com.au

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