WANDSWORTH COMMUNITY

FOOD BUS
INTRODUCTION

The Wandsworth Community Food Bus will provide good quality, affordable, fresh food to communities in areas of high deprivation in Wandsworth, which have been identified as food deserts (places with no affordable food shops selling nutrition foods) or food swamps (places with high density of outlets selling unhealthy food).

The bus will have a regular route around the borough, and will include a social supermarket, a community cafe and a space for community advice and services. The bus will create a festival atmosphere, with events such as community meals and cooking demonstrations.

This project aims to address some of the key challenges faced by low income families to access a healthy diet with dignity.

LOW INCOME AND UNAFFORDABILITY OF HEALTHY FOOD

A lack of money is one of the key barriers to eating healthily, cited by 29% of respondents in a recent survey (Guardian, 2018). Food prices rose by 7.7% between 2002 and 2016, while incomes for the poorest families fell by 7.1%. The poorest 20% of households spend over 40% of their disposable income after housing to afford the government’s recommended diet, with nearly 1 in 10 of the country’s most economically deprived areas being food deserts (Social Market Foundation, 2018). These areas, typically serviced by a limited number of small, expensive corner shops, are often also food swamps with a high density of unhealthy takeaways and food outlets.

Although there are food shops in the target locations in this project, there are challenges faced by local communities to access them. We are targeting areas of high deprivation located within a borough with overall considerable wealth. Wandsworth is in the bottom eight boroughs for income wealth inequality.

The supermarkets and local food shops that exist are expensive and out of reach for low income families. In Roehampton, the only shops available are smaller, high cost supermarkets (Co-op, Waitrose local). The only shops available within the estates themselves are smaller convenience shops which offer a limited range and limited fresh fruit and vegetables. In addition, few families in the target locations own a car (52% of households in Putney and Roehampton and 62% in Latchmere have no car), which limit their ability to travel long distances or to buy in bulk.

HEALTH AND WELLBEING

Children living in low income families, and those living in food deserts, are more likely to be obese. A Cambridge University study published last year found that people on low-incomes who live furthest from their supermarket were more likely to be obese that those who lived close by (Guardian, 2018). Wandsworth is ranked in the four worst boroughs in London for health and premature mortality (Trust for London).

The financial cost of sickness and ill-health, and the hardship it causes, is visible in food bank data. 16% of referrals to Wandsworth Food Bank in 2016-17 were directly from health professionals, including one third from GPs and hospitals, and two thirds from mental health services. Two thirds of British adults are estimated to experience some form of mental health problem (Mental Health Foundation), and for people seeking help at food banks the figures are even higher. Of 20 food bank guests interviewed at Wandsworth Food Bank, 18 had experienced stress, anxiety or depression in the last 12 months. 6 said they had considered or attempted suicide in the past year.

Food bank clients also cited poor nutrition as a result of food poverty. 90% said they had made poorer nutritional choices than they would like, including choosing cheaper more filling foods over fruit and vegetables, shopping in cheaper stores, trying to make food stretch over more meals and sharing food with friends and relatives. One food bank client said:

“I shop around, I’ll go at certain times and get the food that’s going out of date basically. I’ve made myself ill a couple of times, you know, eating stuff that’s gone past its sell by date, because there’s nothing else”.

SOCIAL ISOLATION AND LONELINESS

Eating alone is recognised as being one of the largest factors which decreases an individual’s wellbeing (Sainsburys Living Well index report). For people struggling with food poverty, the social isolation can be even more acute. One food bank client at Wandsworth Food Bank said: “I feel lonely, hopeless. you just don’t want to face the world. It’s like a rollercoaster going up and down; you’ve got thousands of questions coming, bad things coming in your mind”.

ADDRESSING THESE ISSUE

The project responds to these challenges by bringing affordable, good quality food to people in food deserts and food swamps and creating spaces to bring communities together around food. The project will empower people to make better food choices, improve health outcomes and reduce social isolation. It will make better spaces in deprived parts of Wandsworth by bringing mobile food infrastructure to create an innovative and cost-effective solution to a problem affecting large parts of London and the wider country.

It will provide an additional support service for people at risk of food poverty in the borough, specifically offering a more sustainable alternative to help people move on from emergency food aid. While food banks and other emergency support provide a crucial life line, this project will offer even more support, increased access to fresh food. The model of selling food at very low cost will help to ensure dignity of the customers and sustainability of the project.

The food bus will focus on healthy and nutritious food, allowing people to supplement the food that is available in their community. Fareshare will supply a good range of fresh fruit and vegetables, as well as dairy, meat and fish. The cafe will offer simple meals and snacks which also focus on healthy eating.

Alongside the shop and cafe, the bus will provide a focal point in the community for events which support health and wellbeing, healthy eating and nutrition, including community meals, cooking demonstrations and healthy eating sessions.

The food bus is not just means to an end. It’s also a (temporary) place-making device. A number of sites in
housing estates in Wandsworth have been selected as stopping-off points for the food bus. The arrival of the bus at each location provides opportunities for place-making with sections of existing car parks or under-used spaces in estates being transformed into social hubs as temporary outdoor furniture and associated activity occupy the public realm.

The conversion of the bus itself combines pragmatism and functionality with high quality design, giving customers a sense of self-worth and encouraging them to expand the shopping trip into a longer social or educational visit. The design strategy will seek to retain the spatial and material characteristics of the bus and work within this context, creating a memorable and maybe slightly quirky customer experience.

Each stop-off point has been selected to require minimal or no physical alteration to accommodate the bus. A mains power connection is not essential for the regular operation of the bus, but will be required in locations where cooking classes or demonstrations are offered.

In these ways, the project will contribute to several aims of the draft London Food Strategy, including combating food poverty and reducing demand for food banks, creating good food environments, reducing food waste and incubating an innovative and replicable community food project.

Feeding Britain (CIO)

Feeding Britain’s vision is a UK where no one goes hungry. We want to demonstrate how hunger and its underlying causes can be addressed, and use this learning to advocate for system level change to eliminate hunger in the UK.

Feeding Britain is building a movement to alleviate and eliminate hunger, working with community partners in 12 pilot areas around the UK. By innovating new approaches, and showing how hunger can be tackled in different contexts, we hope to contribute a road map to tackling hunger in our communities.

Feeding Britain and our partners implement a range of practical projects including social supermarkets, low cost home delivery services, community cafes and social eating spaces, breakfast clubs and holiday food and fun clubs for children.

BeEnriched (CIO)

We are pioneers in fostering relationships in localities, reducing stigma and exclusion. Everyone contributes and everyone benefits.

We create accessible safe spaces for all to come together, share knowledge, cultivate long-standing relationships and find comfort without judgment, categorization or discrimination.

Our mission is to create social sanctuaries where everyone is welcome to share skills and knowledge. By using food as a connector and vehicle we can advocate for change.

Wandsworth Food Partnership

The Wandsworth Food Partnership has been set up to encourage people to eat good, fresh, locally grown food, promote healthy lifestyles and reduce food waste.

The members meet regularly to plan projects and events. Future plans include helping to make the borough more breastfeeding-friendly and working with local schools to encourage food growing. The council’s public health team set up and supports the partnership, but it is an independent, not-for-profit grassroots organisation. So far there are 56 members, mostly made up of community groups and organisations involved in different aspects of food such as growing, production and sustainability.

Fareshare UK

Fareshare is the UK’s largest charity fighting hunger and food waste. We redistribute surplus food to charities that turn it into meals. Fareshare redistribute fresh, in date and good to eat surplus from the food industry, which would otherwise go to waste.

Last year 16,992 tonnes of food, enough for 36.7 million meals, was redistributed to 9,653 community partners, including homeless hostels, children’s breakfast clubs, lunch clubs for older people, domestic violence refuges and community cafés.

The organisations we supply food to are places that provide life changing support, as well as lunch and dinner.

Jan Kattein Architects

Jan Kattein Architects is a design studio that advocates socially engaged working methods. Embracing design as an opportunity for dialogue and exchange. Pro-actively building relationships helps us to shape projects that make a civic contribution and leave an economic, cultural, educational and social legacy.

For 15 years our work has helped to redefine how social and environmental policy is implemented. Our ideas are the result of a multi-disciplinary set of skills including ecology, economics, education, urbanism, architecture and design.

We have specialist knowledge in housing, workplace design, high street regeneration; public engagement, performance space design, self-building and place making. Regeneration often employs a many-sided approach.
CONSULTATION

This project is being planned in close partnership with community organisations and charities already working to promote good food for all in Wandsworth.

We have drawn on previous mapping and research showing the challenges in accessing good, affordable food in parts of the borough, and spoken with a range of community organisations to understand the key priorities, in terms of target groups, geographical areas and the activities and services that the bus should provide.

By working with community organisations and existing coordination structures, we are ensuring that the bus complements the excellent food projects already available in the borough, and helps the Wandsworth Food Partnership members to fill gaps in existing provision.

I think food deserts are a big problem in parts of Wandsworth, and I think a food bus will highlight some of the issues people face and help them think about barriers to eating more healthily

Dela Foster. 
School Food Matters

May 2018: review of existing data evidence on food insecurity in Wandsworth, drawing on publicly available data and research.

20th June: meeting of the Wandsworth Food Partnership to discuss with members about the idea for a food bus project and how this would fit with existing community efforts.

We would love to have more opportunities for our families to cook the produce we grow.

Colette Morris
Christ Church CE Primary

October 2018: Wandsworth Food Partnership consulted with member organisations, what community organisations want to see on the bus (based on their knowledge of their communities and regular conversations with potential users) and what the organisations could offer.

The following conversations have helped to inform the proposal so far:
PRECEDEENTS

Previous projects have shown interventions such as this can not only provide much needed access to healthy food and assistance, but work as place-making devices that nurture conversations between the various supporting organisations and local residents.

Blue House Yard (fig. 2-4) by Jan Kattein Architects included the conversion of a 1996 routemaster bus, as part of wider works to create a meanwhile campus on a unused council carpark in Haringey. The bus fostered the creation of new public space and activities.

Over the last couple years in the US, (who suffer with wide spread food deserts), mobile bus markets have been successful in bringing fresh food to low-income neighbourhoods, as we as being vehicles for much needed education services in these areas.

1. ‘Fresh Moves’, mobile produce market that serves Chicago, US, food desserts includes educational programming. By CARTOGRAM. 2017
2. Blue House Yard. by Jan Kattein Architects
3. Blue House Yard. by Jan Kattein Architects
4. Blue House Yard. by Jan Kattein Architects
5. ‘St. Louis MetroMarket’, full-service grocery store on wheels, in Missouri, US, stocked with fresh fruit, vegetables, meat, dairy and bread from farmers and community gardens. 2016
SITES

We have identified 4 specific locations where the bus will be parked on its regular weekly round. The bus will go to one location per day, spending around 4 hours there.

1. Roehampton Library, 2 Danebury Avenue, London SW15 4HD
2. Grant Road Car Park, Grant Road, Winstanley Estate, SW11 2NU
3. Providence House Car Park, 138 Falcon Rd SW11 2LW
4. Maysoule Road, parking next to Wynter St Estate, SW11 2BT

Each of these sites is owned by Wandsworth Borough Council and either directly managed (in the case of the car parks and library sites) or leased to community partners (in the case of the youth centre). The local Councillors in each ward have been actively involved in the selection of sites and are working with council officers in the planning and licensing teams to ensure the appropriate permissions for temporary site use are secured. This process is being led by Councillor Kemi Akinola.
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PROPOSAL

A double-decker bus with upper deck staircase behind the driver’s cabin and front and central doors provides the basis for the design proposal. The lower deck is subdivided into three distinct areas. When stationary, the front of the bus can be separated from the remainder of the vehicle. In this configuration, the front door provides separate access to a small private consultation room for 1:1 confidential advice/consultation sessions. The central section of the bus features a kitchen with 4 induction hobs (only usable where there is access to mains power on site), a food preparation surface, kitchen sink and small counter.

The rear section of the bus is converted into the main merchandise display area. A combination of below-counter units, open displays, hanging displays and overhead units provides a very visual display of the merchandise, making food on offer visible from the outside, through the bus windows. At the rear of the bus two chest freezers/refrigerators with glass cover (operational when the engine is running or on sites with mains power supply) provide for meat/fish/dairy.

Display units are designed for maximum visual appeal of merchandise. Elastic nets and bungee cords used in marine applications are designed to secure the merchandise in transit. Food boxes for home deliveries (to mobility impaired customers) are stored in the below-counter units. Low energy LED display lights can be powered from the bus battery on stand. A portable ramp with non-slip surface) provides access for wheelchair users.

The upper deck provides cafe seating with existing bus seats reversed to face each other across 11 plywood tables, each with an individual light. The rear third of the upper deck can be partitioned off for activities if required.

The outside of the bus features lighting and a customised destination scroll. A timetable indicates arrival times at each stop. A collection of foldable garden furniture and parasols which are stored in the kitchen area during transit are brought out alongside outside merchandise display stands.

LOWER BUS DECK
1. driver area
2. advice service room with fold-down chairs (private)
3. passenger seat behind driver
4. bi-fold partition
5. induction hobs/plates
6. kitchen sink (x2) + water tank beneath
7. stair access to upper deck
8. operable window hatches for service + ventilation (x2)
9. kitchen/service counter
10. checkout counter/display
11. disabled access ramp (portable)
12. supermarket circulation
13. low height shelving system
14. full height shelving system
15. refrigeration/chest freezer area
16. hanging displays (above bus engine area)

UPPER BUS DECK
1. stair access to lower deck
2. circulation
3. ply/chrome bar tables with integrated lighting
4. existing bus seating turned back-to-back
5. partition rail
6. seating area can be divided off for activities.
7. existing bus seating
IMPLEMENTATION STRATEGY

The implementation strategy is intended to:

- secure buy-in from local stakeholders
- deliver a functional and aspirational design of the highest quality in collaboration and consultation with project partners, the GLA and Wandsworth Council
- deliver quick and cost effective results for an operational phase to start in the first quarter of 2020.

SCOPING AND CONSULTATION (APRIL TO JUNE 2019)
Consultation with local communities to finalise design and fit out of the bus. We plan to work with local community arts and youth organisations to involve local people in the design process, particularly in the external painting of the bus and design of the temporary external space around the bus.

Agreements will be put in place with Wandsworth Council for temporary use of the four sites, and with the Trident Centre who have offered parking for the bus.

DESIGN STAGE (JULY TO AUGUST 2019)
Jan Kattein Architects will oversee the acquisition of the bus, delivery to the Trident Center and progress the design of the bus fit-out in close co-ordination with a specialist vehicle body builder. Quotations for items to be made off-site and technical systems (water tank & supply, electrical inverters for refrigeration units etc.) will establish a construction budget. An asbestos survey and internal 3d scan of the vehicle will provide the basis for all construction drawings.

A site survey together with Wandsworth Council housing management will identify required site adaptations (installation of external power supplies etc.). JKA will specify and design and secure quotations for adaptations.

BUILD (SEPTEMBER TO DECEMBER 2019)
The construction phase will combine off-site manufacture (storage units, tables, ramp etc.) with on-site assembly, removal/re-configuration of seats, services installation and decorating. Wandsworth-based tradesmen will be given preference where skills are available locally. A partnership with a local construction college can offer apprentices an unusual work-experience and build skills that can help to make the project replicable.

PROJECT GOVERNANCE
The architects will respond to a project steering group, who will act as the client, signing off on each stage of the design. The group will comprise:

National Director of Feeding Britain
Trustee of Feeding Britain
Chair of Wandsworth Food Partnership
Executive Director of Fareshare UK
2-3 representatives of Wandsworth Food Partnership member organisations
Senior representative of Wandsworth Council

We are familiar with The GLA’s design review process and are committed to work in close partnership with officers.

RECRUITMENT AND TRAINING OF STAFF
(NOVEMBER TO DECEMBER 2019)
The project manager and bus driver will be recruited directly by Be Enriched, with involvement of the Project Steering Committee in the development of job descriptions, short listing and interviews. The project manager will have overall responsibility for the delivery of the project, line management of staff and volunteers, and budget management. They will report to the Be Enriched National Director.

The WFP member organisations between them have a broad base of volunteers and supporters which we will draw on to recruit volunteers for this project. Volunteers will be contracted by Be Enriched, but a significant role will be played by the Wandsworth Food Partnership member organisations in advertising the volunteering opportunities, encouraging local volunteers to apply and in the selection, induction and training process. This is to ensure that, while there is a clear line management and accountability mechanism to the project manager, the volunteering opportunities are made available to our target communities within Wandsworth.

Staff and volunteers will receive the necessary training, including Child Safeguarding, Health And Safety, and where needed Food Hygiene and Handling. They will also receive a comprehensive induction and training on the project processes, delivered by Be Enriched and WFP members, to ensure the project runs smoothly and volunteers feel comfortable in their role.

The project has been designed so that there are two core paid staff posts (the project manager and the bus driver) who will be able to ensure the service is provided each day. Volunteers will play a hugely important role, but the core paid staff will always be in attendance to lead the session and will be able to operate the bus on their own when volunteers are unavailable.
The bus will be housed at the Trident Centre in Tooting. Fareshare UK will deliver food supplies to this location from their London depot in Deptford, which will be loaded on to the bus by staff and volunteers. It will then drive on its regular route, parking in one of the project locations each day and spending a day there, before returning to the depot.

At each site, the bus will open to provide a social supermarket where members can select a certain number of food items in exchange for a small weekly fee. There will also be a community cafe selling hot and cold drinks, snacks and light meals (such as soup and sandwiches), with a simple kitchen used to prepare the food and allow for cooking demonstrations.

Part of the upstairs seating area will be able to be partitioned off to provide a space for activities. There will also be outside seating, sheltered by an awning in an attractive temporary events space, and kitchen area will fold out to allow people to see what is happening in the kitchen. In these spaces, we plan a regular series of events and activities run by community organisations. These will include cooking demonstrations, nutrition and healthy eating sessions, food growing activities, community meals, coffee and social eating sessions. There will also be sessions specifically for children, including chef demonstrations and children’s cooking activities, homework clubs and help with reading, arts and music sessions. The list above of community organisations supporting the project indicate the partners who will be running sessions and the types of activities planned.

Inside the bus there will also be a private space where customers can access community support services, again provided by WFP members and other community partners. These will include wellbeing and health support for people with drug and alcohol addiction, as well as welfare and benefits advice, debt advice. These would be delivered by specialist agencies including Citizens Advice and the local authority substance misuse commissioning team.

The bus intended to act as a temporary community hub, bringing people together and building social cohesion, and volunteers and WFP member organisations will proactively reach out to people in their communities who may benefit from the bus and encourage them to attend. However, we also recognise that there are some people who may not be able to physically access the bus, such as older people or people with limited mobility. We are exploring options for a possible home delivery service for housebound customers to be introduced later in Year 2, where a food box will be delivered to homes of housebound customers in the vicinity of the bus stop location, for people identified and referred by community partners. The volunteers will be able to spend some time with each person, to provide some companionship and information about support that may be available.

The schedule (right) shows and indicative weekly ‘bus timetable’. A firmer schedule will come out of the planned scoping, consultation and recruitment exercises.

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<td>Food growing session</td>
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<td>Art/music therapy</td>
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<td>Bus departs</td>
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<td>Healthy eating session/cooking demonstration</td>
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<td>Community social eating meal</td>
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<td>Homework/reading club</td>
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<td>Coffee &amp; chat for parents</td>
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<td>Reducing food waste &amp; composting the right way</td>
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<td>Chef demonstration for children</td>
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<td>Coffee morning for elderly people</td>
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<td>Well-being session for people with addictions</td>
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<td>Nutrition education services</td>
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