Introduction To Autonomous Le Robots Mit Press

Political and Social Writings:Volume 2, 1955–1960 was first published in 1988. Minnesota Archive Editions uses digital technology to make long-unavailable books once again accessible, and are published unaltered from the original University of Minnesota Press editions. A series of writings by the man who inspired the students of the Workers' Rebellion in May of 1968. "Given the rapid pace of change in the Soviet Union and Eastern Europe, and the radical nature of these transformations, the work of Cornelius Castoriadis, a consistent and radical critic of Soviet Marxism, gains renewed significance....these volumes are instructive because they enable us to trace his rigorous engagement with the project of socialist construction from his break with Trotskyism to his final breach with Marxism. . . and would be read with profit by all those seeking to comprehend the historical originality of events in the USSR and Eastern Europe." –Contemporary Sociology

Political and Social Writings: Volume 3, 1961–1979 was first published in 1992. Minnesota Archive Editions uses digital technology to make long-unavailable books once again accessible, and are published unaltered from the original University of Minnesota Press editions. This work offers an extraordinary wealth and variety of writings from the crucial years that followed the publication of Castoriadis's landmark text, Modern Capitalism and Revolution. The "new orientation" he proposed for the Socialisme ou Barbarie group centered on the emerging roles of women, youth, and minorities in the growing challenge to established society in the early sixties. Resistance within the group to this new orientation led Castoriadis to criticize the "neopaleo- Marxism" of Jean-François Lyotard and others who ultimately left Socialisme ou Barbarie. A heightened concern for ethnological issues culminated in what might be called, to the embarrassment of today's "poststructuralists," Castoriadis's "premature antistructuralism." Additional texts examine the dissolution of the group itself and analyze the May 1968 rebellion of workers and students - who, according to their own testimony, were inspired by ideas developed in the group's journal. Also included were many of Castoriadis's still-relevant political writings from the seventies, which were developed in tandem with the more explicitly philosophical work now found in The Imaginary Institution of Society and Crossroads in the Labyrinth. Political and Social Writings: Volume 3 provides key elements for a radical renewal of emancipatory thought and action while offering an irreplaceable and hitherto missing perspective on postwar French thought.

This book is designed to serve two purposes. First it provides an introduction to the ideas and works of Michel Foucault. It should be particularly appropriate for education students for whom, in general, Foucault is a shadowy presence. Second, it provides a Foucault based critique of a central plank of Western liberal education, the notion of the

autonomous individual or personal autonomy. There are several introductions to Foucault but they tend to be written from a particular theoretical position, or with a particular interest in Foucault's ideas and works. For example Smart (1986) and Poster (1984) exemplify the former, and Dreyfus and Rabinow (1983) the latter. There is no substantial work in education on Foucault, apart from Ball (1990), which is an edited collection of papers by educationalists. The writer started reading Foucault from a position in education which was in the liberal framework, somewhere between Dewey, Freire and Habermas, but with an interest in punishment, authority and power. The book is the outcome of several years of trying to introduce students in education to his ideas and works in an educationally relevant manner. But an introduction, on its own, cannot show this relevance to education. Unless his ideas are put to work, unless they are used as opposed to mentioned in some sphere or area of education, then they may be of little relevance.

The idea of autonomous systems that are able to make choices according to properties which allow them to experience, apprehend and assess their environment is becoming a reality. These systems are capable of auto-configuration and self-organization. This book presents a model for the creation of autonomous systems based on a complex substratum, made up of multiple electronic components that deploy a variety of specific features. This substratum consists of multi-agent systems which act continuously and autonomously to collect information from the environment which they then feed into the global system, allowing it to generate discerning and concrete representations of its surroundings. These systems are able to construct a so-called artificial corporeity which allows them to have a sense of self, to then behave autonomously, in a way reminiscent of living organisms.

This is the final volume of an annotated bibliography of French literature. It includes some of France's greatest writers, such as Balzac, Flaubert and Zola. Chapters are devoted either to individual writers, background and general studies, or a particular movement or genre.

This edited volume includes thoroughly collected on sensing and control for autonomous vehicles. Guidance, navigation and motion control systems for autonomous vehicles are increasingly important in land-based, marine and aerial operations. Autonomous underwater vehicles may be used for pipeline inspection, light intervention work, underwater survey and collection of oceanographic/biological data. Autonomous unmanned aerial systems can be used in a large number of applications such as inspection, monitoring, data collection, surveillance, etc. At present, vehicles operate with limited autonomy and a minimum of intelligence. There is a growing interest for cooperative and coordinated multi-vehicle systems, real-time re-planning, robust autonomous navigation systems and robust autonomous control of vehicles. Unmanned vehicles with high levels of autonomy may be used for safe and efficient collection of environmental data, for assimilation of climate and environmental models and to complement global satellite systems. The target audience

primarily comprises research experts in the field of control theory, but the book may also be beneficial for graduate students.

What if the house you are about to enter was built with the confessed purpose of seducing you, of creating various sensations destined to touch your soul and make you reflect on who you are? Could architecture have such power? This was the assumption of generations of architects at the beginning of modernity. Exploring the role of theatre and fiction in defining character in architecture, Louise Pelletier examines how architecture developed to express political and social intent. Applying this to the modern day, Pelletier considers how architects can learn from these eighteenth century attitudes in order to restore architecture's communicative dimension. Through an in-depth and interdisciplinary analysis of the beginning of modernity, Louise Pelletier encourages today's architects to consider the political and linguistic implications of their tools. Combining theory, historical studies and research, Architecture in Words will provoke thought and enrich the work of any architect.

This insightful book discusses the impact of EU law on the creation and empowerment of autonomous public bodies (APBs) at Member State level and analyzes recent attempts of European states to rationalize delegation to APBs. It examines the tensions between these trends: under what conditions can APBs be considered legitimate forms of government in the light of modern conceptions of constitutionalism, the rule of law and democracy - values that are deeply rooted in European constitutions? And to what extent do EU obligations on the independence of national regulators, data protection authorities and the like conflict with those conceptions?

Ideological debates about economics and aesthetics raged hotly in nineteenth-century France. French political economy was taking shape as a discipline that would support free-market liberalism, while l'art pour l'art theories circulated, and utopian systems with aesthetic and economic agendas proliferated. Yet, as this book argues, the discourses of art and literature worked in tandem with market discourses to generate theories of economic and social order, of the model of the self-individuating and desiring subject of modernity, and of this individual's relationship to a new world of objects. Baudelaire as a poet and art critic is exemplary: Rather than a disaffected artist, Baudelaire is shown to be a spectator desirous of both art and goods whose sensibilities reflect transformations in habits of perception. The book includes chapters on equilibrium and utility in economic and aesthetic theory, on the place of the aesthetic in press coverage of the industrial exhibitions, on the harmonic theories of Baudelaire's early art criticism, aimed at a bourgeois audience, on Baudelaire's radical cosmopolitanism learned through viewing "objects" on display at the Universal Exhibition of 1855, and on Les Fleurs du Mal and Le Spleen de Paris, where language makes visible the traits of a new material world.

This dictionary consists of some 50,000 headwords in both French and English, including 4,000 abbreviations. Terms are

drawn from the whole range of business, finance and banking terminology.

An introduction to the engineering principles of embedded systems, with a focus on modeling, design, and analysis of cyber-physical systems. The most visible use of computers and software is processing information for human consumption. The vast majority of computers in use, however, are much less visible. They run the engine, brakes, seatbelts, airbag, and audio system in your car. They digitally encode your voice and construct a radio signal to send it from your cell phone to a base station. They command robots on a factory floor, power generation in a power plant, processes in a chemical plant, and traffic lights in a city. These less visible computers are called embedded systems, and the software they run is called embedded software. The principal challenges in designing and analyzing embedded systems stem from their interaction with physical processes. This book takes a cyber-physical approach to embedded systems, introducing the engineering concepts underlying embedded systems as a technology and as a subject of study. The focus is on modeling, design, and analysis of cyber-physical systems, which integrate computation, networking, and physical processes. The second edition offers two new chapters, several new exercises, and other improvements. The book can be used as a textbook at the advanced undergraduate or introductory graduate level and as a professional reference for practicing engineers and computer scientists. Readers should have some familiarity with machine structures, computer programming, basic discrete mathematics and algorithms, and signals and systems.

Academic autonomy has been a dominant issue among Latin American social studies, given that the production of knowledge in the region has been mostly suspected for its lack of originality and the replication of Euro-American models. Politicization within the higher education system and recurrent military interventions in universities have been considered the main structural causes for this heteronomy and, thus, the main obstacles for 'scientific' achievements. This groundbreaking book analyses the struggle for academic autonomy taking into account the relevant differences between the itinerary of social and natural sciences, the connection of institutionalization and prestige-building, professionalization and engagement. From the perspective of the periphery, academic dependence is not merely a vertical bond that ties active producers and passive reproducers. Even though knowledge produced in peripheral communities has low rates of circulation within the international academic system, this doesn't imply that their production is - or always has been - the result of a massive import of foreign concepts and resources. This book intends to show that the main differences between mainstream academies and peripheral circuits are not precisely in the lack of indigenous thinking, but in the historical structure of academic autonomy, which changes according to a set of factors -mainly the role of the state in the higher education system. This historical structure explains the particular features of the process of professionalization in Latin American scientific fields.

What would happen if pleasure were made the organizing principle for social relations and sexual pleasure ruled over all? Radical French libertines experimented clandestinely with this idea during the Enlightenment. In explicit novels, dialogues, poems, and engravings, they wrenched pleasure free from religion and morality, from politics, aesthetics, anatomy, and finally reason itself, and imagined how such a world would be desirable, legitimate, rapturous—and potentially horrific. Laying out the logic and willful illogic of radical libertinage, this book ties the Enlightenment engagement with sexual license to the expansion of print, empiricism, the revival of skepticism, the fashionable arts and lifestyles of the Ancien Régime, and the rise and decline of absolutism. It examines the consequences of imagining sexual pleasure as sovereign power and a law unto itself across a range of topics, including sodomy, the science of sexual difference, political philosophy, aesthetics, and race. It also analyzes the roots of radical claims for pleasure in earlier licentious satire and their echoes in appeals for sexual liberation in the 1960s and beyond.

This book constitutes the proceedings of the 6th International Symposium on Model-Based Safety and Assessment, IMBSA 2019, held inThessaloniki, Greece, in October 2019. The 24 revised full papers presented were carefully reviewed and selected from 46 initial submissions. The papers are organized in topical sections on safety models and languages; dependability analysis process; safety assessment; safety assessment in automotive industry; AI in safety assessment.

A classic in underwater robotics. One of the first volumes in the "Springer Tracts in Advanced Robotics" series, it has been a bestseller through the previous three editions. Fifteen years after the publication of the first edition, the fourth edition comes to print. The book addresses the main control aspects in underwater manipulation tasks. With respect to the third edition, it has been revised, extended and some concepts better clustered. The mathematical model with significant impact on the control strategy is discussed. The problem of controlling a 6-degrees-of-freedoms autonomous underwater vehicle is investigated and a survey of fault detection/tolerant strategies for unmanned underwater vehicles is provided. Inverse kinematics, dynamic and interaction control for underwater vehicle-manipulator systems are then discussed. The code used to generate most of the numerical simulations is made available and briefly discussed.

This book introduces concepts in mobile, autonomous robotics to 3rd-4th year students in Computer Science or a related discipline. The book covers principles of robot motion, forward and inverse kinematics of robotic arms and simple wheeled platforms, perception, error propagation, localization and simultaneous localization and mapping. The cover picture shows a wind-up toy that is smart enough to not fall off a table just using intelligent mechanism design and illustrate the importance of the mechanism in designing intelligent, autonomous systems. This book is open source, open to contributions, and released under a creative common license.

Autonomous vehicles have the potential to bring major improvements in highway safety. Motor vehicle crashes caused an

estimated 36,560 fatalities in 2018; a study by the National Highway Traffic Safety Administration (NHTSA) has shown that 94% of crashes are due to human errors. For this and other reasons, federal oversight of the testing and deployment of autonomous vehicles has been of considerable interest to Congress. In the 115th Congress, autonomous vehicle legislation passed the House as H.R. 3388, the SELF DRIVE Act, and a separate bill, S. 1885, the AV START Act, was reported from a Senate committee. Neither bill was enacted. In the 116th Congress, interest in autonomous vehicles remains strong, but similar comprehensive legislative proposals have not been introduced. The America's Transportation Infrastructure Act of 2019, S. 2302, which has been reported by the Senate Environment and Public Works Committee, would encourage research and development of infrastructure that could accommodate new technologies such as autonomous vehicles. In recent years, private and government testing of autonomous vehicles has increased significantly, although it is likely that widespread use of fully autonomous vehicles-where no driver attention is needed-may be many years in the future. The pace of autonomous vehicle commercialization may have slowed due to the 2018 death in Arizona of a pedestrian struck by an autonomous vehicle, which highlighted the challenges of duplicating human decision making by artificial intelligence. The National Transportation Safety Board determined that the fatality was caused by an "inadequate safety culture" at Uber- which was testing the vehicle-and deficiencies in state and federal regulation. The U.S. Department of Transportation and NHTSA have issued three reports since 2016 that inform the discussion of federal autonomous vehicle policies, suggesting best practices that states should consider in driver regulation; a set of voluntary, publicly available self-assessments by automakers showing how they are building safety into their vehicles; and a proposal to modify the current system of granting exemptions from federal safety standards. On February 6, 2020, NHTSA announced its approval of the first autonomous vehicle exemption-from three federal motor vehicle standards-to Nuro, a California-based company that plans to deliver packages with a robotic vehicle smaller than a typical car. Proponents of autonomous vehicles contend that lengthy revisions to current safety regulations could impede innovation, as the rules could be obsolete by the time they took effect. Federal and state regulatory agencies are addressing vehicle and motorist standards, while Congress is considering legislative solutions to some of the regulatory challenges.

Mobility - flows, movement and migration in social life - has emerged as a central area of sociological debate, yet one of its most dominant forms, automobility, has remained largely ignored. Automobilities presents one of the first examinations of the car and its promise of autonomy and mobility.

Original Scholarly Monograph

The Fifth International Symposium on Distributed Autonomous Robotic Systems (DARS 2000) dealt with new strategies to realize complex, modular, robust, and fault-tolerant robotic systems. Technologies, algorithms, and system architectures for distributed autonomous robotic systems were presented and discussed during the meeting. DARS 2000 was truly an international event, with participants represent ing eleven countries from Europe, Asia, and the Americas. All of the papers in this volume were presented at DARS 2000, and were selected on the basis of peer re views to ensure quality and relevance. These papers have the common

goal of con tributing solutions to realize robust and intelligent multirobot systems. The topics of the symposium address a wide range of issues that are important in the development of decentralized robotic systems. These topics include architec tures, communication, biological inspirations, reconfigurable robots, localization, exploration and mapping, distributed sensing, multi robot motion coordination, tar get assignment and tracking, multirobot learning, and cooperative object transport. DARS clearly requires a broad area of interdisciplinary technologies related not only to robotics and computer engineering, but also to biology and psychology. The DARS symposium is the leading established conference on distributed au tonomous systems. The First, Second, and Third International Symposia on Distrib uted Autonomous Robotic Systems (DARS '92, DARS '94, and DARS '96) were held at the Institute of Physical and Chemical Research (RIKEN), Saitama, Japan.

Focusing primarily on three early modern French authors, this book explores the erotics and politics of voluntary servitude in classical antiquity and the early modern period through Michel Foucault's late work on governmentality and the care of the self. Marc Schachter explores how these authors-Étienne de La Boétie, Michel de Montaigne, and Marie de Gournay-pursue related inquiries into voluntary servitude and self-control in marriage, friendship, pederasty, and politics.

Autonomous Vehicle TechnologyA Guide for PolicymakersRand Corporation

Presents the work of Cornelius Castoriadis as an alternative to the arguably foreclosed and deterministic theoretical framework of Foucauldian poststructuralism.

What does 'autonomy' mean within language learning? Should it be enhanced within national, institutional or small group culture and, if so, how can that be done? A variety of new theoretical perspectives are here firmly anchored in research data from projects worldwide. By foregrounding cultural issues and thus explicitly addressing the concerns of many educators on the appropriateness and feasibility of developing learner autonomy in practice, this book fills a gap in the literature and offers practical benefits to language teachers.

The automotive industry appears close to substantial change engendered by "self-driving" technologies. This technology offers the possibility of significant benefits to social welfare—saving lives; reducing crashes, congestion, fuel consumption, and pollution; increasing mobility for the disabled; and ultimately improving land use. This report is intended as a guide for state and federal policymakers on the many issues that this technology raises.

The New York Times bestseller that gives readers a paradigm-shattering new way to think about motivation from the author of When: The Scientific Secrets of Perfect Timing Most people believe that the best way to motivate is with rewards like money—the carrot-and-stick approach. That's a mistake, says Daniel H. Pink (author of To Sell Is Human: The Surprising Truth About Motivating Others). In this provocative and persuasive new book, he asserts that the secret to high performance and satisfaction-at work, at school, and at home—is the deeply human need to direct our own lives, to learn and create new things, and to do better by ourselves and our world. Drawing on four decades of scientific research on human motivation, Pink exposes the mismatch between what science knows and what business does—and how that affects every aspect of life. He examines the three elements

of true motivation—autonomy, mastery, and purpose-and offers smart and surprising techniques for putting these into action in a unique book that will change how we think and transform how we live.

This book takes a look at fully automated, autonomous vehicles and discusses many open questions: How can autonomous vehicles be integrated into the current transportation system with diverse users and human drivers? Where do automated vehicles fall under current legal frameworks? What risks are associated with automation and how will society respond to these risks? How will the marketplace react to automated vehicles and what changes may be necessary for companies? Experts from Germany and the United States define key societal, engineering, and mobility issues related to the automation of vehicles. They discuss the decisions programmers of automated vehicles must make to enable vehicles to perceive their environment, interact with other road users, and choose actions that may have ethical consequences. The authors further identify expectations and concerns that will form the basis for individual and societal acceptance of autonomous driving. While the safety benefits of such vehicles are tremendous, the authors demonstrate that these benefits will only be achieved if vehicles have an appropriate safety concept at the heart of their design. Realizing the potential of automated vehicles to reorganize traffic and transform mobility of people and goods requires similar care in the design of vehicles and networks. By covering all of these topics, the book aims to provide a current, comprehensive, and scientifically sound treatment of the emerging field of "autonomous driving".

Mastering Arduino is a practical, no-nonsense guide that will teach you the electronics and programming skills that you need to create advanced Arduino projects. Key Features Covers enough electronics and code for users at any level Includes complete circuit diagrams for all projects Final robot project combines knowledge from all the chapters Book Description Mastering Arduino is an all-in-one guide to getting the most out of your Arduino. This practical, no-nonsense guide teaches you all of the electronics and programming skills that you need to create advanced Arduino projects. This book is packed full of real-world projects for you to practice on, bringing all of the knowledge in the book together and giving you the skills to build your own robot from the examples in this book. The final two chapters discuss wireless technologies and how they can be used in your projects. The book begins with the basics of electronics, making sure that you understand components, circuits, and prototyping before moving on. It then performs the same function for code, getting you into the Arduino IDE and showing you how to connect the Arduino to a computer and run simple projects on your Arduino. Once the basics are out of the way, the next 10 chapters of the book focus on small projects centered around particular components, such as LCD displays, stepper motors, or voice synthesizers. Each of these chapters will get you familiar with the technology involved, how to build with it, how to program it, and how it can be used in your own projects. What you will learn Explains the basics of electronics and circuits along with the Arduino IDE and basic C operations Use sensors to build a mini weather station Control LEDs using code Power a robot arm using stepper motors Remotely control your Arduino using RF, Bluetooth LE, and Bluetooth Classic Make a sound tone generator with buttons Who this book is for Mastering Arduino is for anybody who wants to experiment with an Arduino board and build simple projects. No prior knowledge is required, as the fundamentals of electronics and coding are covered in this book as well as advance projects.

Robotic Sailing 2017. This book contains the peer-reviewed papers presented at the 10th International Robotic Sailing Conference which was organized in conjunction with the 10th World Robotic Sailing Championship held in Horten, Norway the 4th-9th of September 2017. The seven papers cover topics of interest for autonomous robotic sailing which represents some of the most challenging research and development areas. The book is divided into two parts. The first part contains papers which focus on the design of sails and software for the assessment and predication of sailboat performance as well as software platforms and middleware for sailboat competition and research. The second part includes algorithms and strategies for navigation and collision avoidance on local, mid- and long range. The differences in approach in the included papers show that robotic sailing is still an emerging cross-disciplinary science. The multitude of suggestions to the specific problems of prediction and simulation of sailboats as well as the challenges of route planning, anti-grounding and collision avoidance are good indicators of science in its infancy. Hence, we may expect the future to hold great advances for robotic sailing.

From driving, flying, and swimming, to digging for unknown objects in space exploration, autonomous robots take on varied shapes and sizes. In part, autonomous robots are designed to perform tasks that are too dirty, dull, or dangerous for humans. With nontrivial autonomy and volition, they may soon claim their own place in human society. These robots will be our allies as we strive for understanding our natural and man-made environments and build positive synergies around us. Although we may never perfect replication of biological capabilities in robots, we must harness the inevitable emergence of robots that synchronizes with our own capacities to live, learn, and grow. This book is a snapshot of motivations and methodologies for our collective attempts to transform our lives and enable us to cohabit with robots that work with and for us. It reviews and guides the reader to seminal and continual developments that are the foundations for successful paradigms. It attempts to demystify the abilities and limitations of robots. It is a progress report on the continuing work that will fuel future endeavors. Table of Contents: Part I: Preliminaries/Agency, Motion, and Anatomy/Behaviors / Architectures / Affect/Sensors / Manipulators/Part II: Mobility/Potential Fields/Roadmaps / Reactive Navigation / Multi-Robot Mapping: Brick and Mortar Strategy / Part III: State of the Art / Multi-Robotics Phenomena / Human-Robot Interaction / Fuzzy Control / Decision Theory and Game Theory / Part IV: On the Horizon / Applications: Macro and Micro Robots / References / Author Biography / Discussion

As mobile robots become more common in general knowledge and practices, as opposed to simply in research labs, there is an increased need for the introduction and methods to Simultaneous Localization and Mapping (SLAM) and its techniques and concepts related to robotics. Simultaneous Localization and Mapping for Mobile Robots: Introduction and Methods investigates the complexities of the theory of probabilistic localization and mapping of mobile robots as well as providing the most current and concrete developments. This reference source aims to be useful for practitioners, graduate and postgraduate students, and active researchers alike.

A call to redefine mobility so that it is connected, heterogeneous, intelligent, and personalized, as well as sustainable, adaptable, and city-friendly. The twentieth century was the century of the automobile; the twenty-first will see mobility dramatically re-envisioned. Automobiles altered cityscapes, boosted economies, and made personal mobility efficient and convenient for many. We had a century-long love affair with the car. But today, people are more attached to their smartphones than their cars. Cars are not always the quickest mode of travel in cities; and emissions from the rapidly growing number of cars threaten the planet. This book, by three experts from industry and academia, envisions a new world of mobility that is connected, heterogeneous, intelligent, and personalized (the CHIP architecture). The authors describe the changes that are coming. City administrators are shifting from designing cities for cars to designing cities for people. Nations and cities will increasingly employ targeted user fees and offer subsidies to nudge consumers toward more sustainable modes. The sharing

economy is coaxing many consumers to shift from being owners of assets to being users of services. The auto industry is responding with connected cars that double as virtual travel assistants and by introducing autonomous driving. The CHIP architecture embodies an integrated, multimode mobility system that builds on ubiquitous connectivity, electrified and autonomous vehicles, and a marketplace open to innovation and entrepreneurship. Consumers will exercise choice on the basis of user experience and efficiency, aided by "intelligent advisors," accessible through their mobile devices. An innovative mobility architecture reconfigured for this century is a social and economic necessity; this book charts a course for achieving it.

"A Vision for Safety replaces the Federal Automated Vehicle Policy released in 2016. This updated policy framework offers a path forward for the safe deployment of automated vehicles by: encouraging new entrants and ideas that deliver safer vehicles; making Department regulatory processes more nimble to help match the pace of private sector innovation; and supporting industry innovation and encouraging open communication with the public and with stakeholders."--Introductory message.

A radical history of squatting and the struggle for the right to remake the city The Autonomous City is the first popular history of squatting as practised in Europe and North America. Alex Vasudevan retraces the struggle for housing in Amsterdam, Berlin, Copenhagen, Detroit, Hamburg, London, Madrid, Milan, New York, and Vancouver. He looks at the organisation of alternative forms of housing—from Copenhagen's Freetown Christiania to the squats of the Lower East Side—as well as the official response, including the recent criminalisation of squatting, the brutal eviction of squatters and their widespread vilification. Pictured as a way to reimagine and reclaim the city, squatting offers an alternative to housing insecurity, oppressive property speculation and the negative effects of urban regeneration. We must, more than ever, reanimate and remake the urban environment as a site of radical social transformation.

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