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MOSCOW: STAGES OF POST-SOCIALIST TRANSFORMATION.

Moscow is the most complete example of urban post-socialist transition in Russia due to the possibility of using the Capital's rent and the best human capital in the country. The transformation takes place by counteracting the inertia of old trends and new market mechanisms. It is possible to allocate 3 ten-year stages connected with action of both common all-Russian factors and with change of policy of the city authorities in urban planning and in the economic sphere.

The first stage (1991-2000): primary adaptation to market conditions in the course of "shock therapy", softened in Moscow by the Capital's rent and independent policy of the city authorities. Combination of the stimulation of trade, construction and financial sector as the main drivers of market transformation with the inertia of preserving the inherited from the Soviet era industry and, accordingly, the vast industrial areas in the middle part of the city.

The second stage (2001-2010): stabilization of the economic situation, which made it possible to implement a number of major urban development projects. At the same time, the existence of the capital's rent made it possible not to move away from the inertia of old trends, such as attempts to preserve the industry and the preservation of the morphology of the city.

The third stage (since 2011): Change of the city's leadership contributed to the modernization of economic and urban policy to meet the requirements of the post-industrial economy. Privatization of a number of non-core industrial and financial assets. Awareness of the problems of a significant lag in the development of the urban environment from the standards of global cities and the adoption of a set of measures to address them, including the intensification of international contacts and cooperation in the field of urban planning. Large expansion of the administrative boundaries of Moscow and attempts to improve the quality of the urban environment. Beginning of the redevelopment of the middle industrial areas and improving the framework of the transport network, that affects the entire urban life. This stage is determined by the efforts of city authorities to improve the quality of the urban environment and the third wave of digitalization.

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