



A NEW CAPITAL FOR DENMARK?

This project has been successfully used with students ranging from 9 to 18 years old as well as with adults.

Its basic intention is to act as a starting point for further research. It can of course be used as a one-off extension exercise designed to fill the traditional double-period slot in schools. A more satisfactory solution might be proposed if the students were to examine the physical features of Denmark, its geology, shipping routes, sea-depths, present industrial location, location of natural resources, motorways, constituencies, SSSIs, etc., etc. The Danish Embassy in London provides a superb colour series of fact sheets on Denmark which will help in this respect. The students should certainly be encouraged to delve further if they wish.

Populations given are as recorded in 1980.

The students should be divided into groups of three, given the information and map, and asked to come up with a unanimous solution, based on information provided (or asked for) just as town planners would. Once this has been done one group should then be asked to merge with a second group to argue out their decisions to provide one joint solution. Continue to merge groups until there is one whole-class unanimous solution.

There is of course no one right answer. There are many different correct solutions, all for different reasons.



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Many countries have built new capitals in recent years, such as Brasilia (Brazil) and Islamabad (Pakistan). So, let us plan a new capital for Denmark. I suggest the name 'Danskstad'. You cannot wipe out København (Copenhagen). It will remain as a major port and industrial centre but you can build a rival magnet, either as an entirely new town or by enlarging one of the existing towns or by merging an agglomeration of towns. The map showing the main towns and routeways will help your planning. Here are the main requirements for Danskstad, the new capital.

Danskstad

1. To be well away from the present capital.
2. To be in closer touch with western Jylland (the poorest part of Denmark).
3. To have good road and rail communications with much of the country; roads are now much more important than railways in Denmark.
4. To use existing towns if they are suitably placed.
5. To keep in touch with shipping routes; for example, it is quicker to take the overnight boat from Aalborg to København (about seven hours) than to take the train for the same journey.

N.B. There are road/rail bridges between Jylland and Fyn, Fyn and Sjælland, Sjælland and Sweden, and some of the smaller islands as on the map.

Now decide on the site of your choice and list the reasons for having chosen it.