



TRAVEL PUNDIT Tom Hall

Lonely Planet's UK-based travel editor shares his latest insider news and tip-offs

A year of travel trauma that's not over yet, a guiding centenary, riding by rail to Yorkshire and ways to avoid a royal rip-off at the airport



THE WORST YEAR EVER FOR TRAVEL?

Is 2010 the travel industry's annus horribilis? We've had airline strikes, a volcano grounding flights and political disturbance in Greece, Jamaica and Thailand. Unfortunately, other clouds are on the horizon: a new £7 fee to apply for US entry and oil spill-related worries among them.



BAEDEKER'S BRITAIN

It was all so different in 1910, when wealthy travellers read the first *Baedeker* guide to Great Britain. To mark its centenary, a *New York Times* writer toured the Highlands using the guide and found that some featured hotels were still open - proving that some things never change (tinyurl.com/3yt5o6c).



MAKING TRACKS

Small rail companies continue to find their niche, offering direct services to destinations the big operators don't. Grand Central has added three trains a day to the West Riding in Yorkshire. They terminate at Bradford Interchange, meaning attractions such as the Brontë-mad village of Haworth and the National Media Museum can be reached easily from London.



PARK AND FLY

A survey by *Which? Car* has slammed parking pricing at airports as ranging from 'sublimely low to ridiculously high'. In my experience, it veers towards the latter and can end up costing more than a short-haul flight. Book your parking ahead, even if only by a few hours, and also look into the overnight stay plus seven nights' airport parking offered by many hotels.



Take off for new park

Runways become cycle paths at Berlin's Tempelhof Airport

Five decades after the Berlin Airlift and 18 months after the last flight set off, **Tempelhof Airport** has just reopened with a new role as the capital's largest city park. Kites now flutter above cyclists as rollerbladers zoom down former landing strips. Neighbouring the three-quarter-mile-long curved terminal - once the world's largest building - its terrain feels austere, yet hauntingly alive.

Tempelhof's imposing design was part of chief Nazi architect Albert Speers' master plan for the Third Reich's capital. In 1948, when the Soviet Union blocked all supply links into Berlin, Allied aircraft touched down here with provisions every 90 seconds. Pre-Berlin Wall, it served as the gateway to West Berlin from the communist East - GDR refugees could escape without border checks.

The new park's 380-hectare size roughly matches New York's Central Park, but size is all they have in common. Two runways bearing huge arrows cross its windswept core. Vast swathes of grass are home to protected bird sanctuaries, a viewing platform and placards detailing its history. A café sits under its sole tree cluster - a serene spot to ponder this infant public expanse over beer and bratwurst.

Tempelhof will keep reinventing itself - forthcoming plans include a £50m facelift to become home to the 2017 International Garden Exhibition.

● stadtentwicklung.berlin.de



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