Response to Transport Committee inquiry on Joined up Journeys – 16 October 2025

Summary

- Transport integration must cover logistics journeys as well as passenger journeys. Logistics underpins every other sector of the UK economy, and the integration of freight journeys across transport modes delivers national benefit, improving efficiency, safety and sustainability.
- Infrastructure integration is essential to achieve this. A corridor-based approach across modes, aligned with energy infrastructure, would aid decarbonisation and network efficiency.
- In addition to infrastructure investment, Logistics UK made the case for the following in our response to the DfT's Integrated National Transport Strategy (INTS) call for evidence, to support freight transport integration:
    - A co-created logistics roadmap to net zero, including measures to maximise use of low carbon fuels across all modes.
    - Modernised logistics vehicle regulations, from road to drones, to enable safe, sustainable and efficient goods movement.
    - Support for city regions to deliver efficient urban logistics, with a clear national framework, a centre of excellence, and a pilot city region.

About Logistics UK

Logistics UK is one of the country's largest business groups, and the only trade association which represents all of logistics. Our mission is to support, shape and stand up for a safe, sustainable and efficient logistics sector. Our membership of more than 22,000 includes global, national and regional businesses and SMEs spanning road, rail, inland waterways, sea and air as well as the customers of freight services, such as retailers and manufacturers. We deliver services, representation and thought leadership, helping members and policymakers to seize new opportunities for the sector and the economy as a whole, right across the country.

The logistics sector

Logistics underpins our economy and is fundamental to our way of life, safely and efficiently planning, managing and coordinating the movement and storage of goods. It ensures the resilience of the UK's supply chains, and delivers for our factories, construction sites, hospitals, schools, shops and homes every day – nothing moves without it.

The efficiency of logistics and the productivity of the economy are completely intertwined. Due to this relationship, Oxford Economics found in 2023 that getting the policy and infrastructure environment right for logistics would unlock up to £8 billion a year in productivity-led growth.

However, we are not currently going in the right direction. The UK fell from 4th to 19th place in the World Bank Logistics Performance index over the past decade, largely as a result of border friction and underinvestment in transport corridors.

Logistics is a major sector in its own right. It contributes more than £170 billion to the economy each year (12% of UK non-financial GVA), is one of the UK's largest employers, providing good jobs with strong career progression – 2.7 million people (8% of the UK workforce) are employed in logistics roles, and its key hubs provide a catalyst for further growth and investment, helping places to thrive.

Logistics has transformed the UK and is now delivering for the future. It helped deliver the country's canals, roads, railways, airports and ports, has driven revolutions in global trade and e-commerce and is now innovating to deliver decarbonisation and even greater efficiency.

Response to the inquiry

Logistics UK welcomes the Committee's focus on integrated transport systems. Integration is often framed in terms of passenger journeys, but the UK's economic performance depends equally on the seamless, multimodal movement of goods. Freight flows underpin every sector and must be embedded at the core of the government's Integrated National Transport Strategy (INTS).

Integration should mean more than connecting modes: it must align national, regional, and local infrastructure planning, energy provision, skills policy, and regulation, so that goods can move in the safest, most sustainable and efficient way. The INTS should deliver against our three priorities – a logistics roadmap to net zero, modernised vehicle regulations, and efficient urban logistics – while also adopting a corridor-based, data-led approach to identify and address pinch points in the UK Logistics Network.

Responses to Selected Questions

a) What are the key features that make a transport system feel joined up to the user?

For freight users, integration means end-to-end reliability, predictable journey times, and seamless modal connections between road, rail, water, and air. Key features include:

- Corridor-based planning that treats the network as an interconnected system with sufficient resilience and redundancy to mitigate the impacts of major incidents, such as route closures.
- Aligned infrastructure and energy provision, ensuring charging/refuelling points for low and zero emission logistics vehicles are in place along strategic freight corridors.
- Consistent regulatory frameworks across modes and regions, avoiding a patchwork of local restrictions that add cost and complexity to supply chains.
- High quality, accessible real-time data that supports optimal journey planning.

b) What stops effective integration happening now, and how can these barriers be overcome?

Current barriers include:

- Modal, departmental and geographical silos in planning and investment, with freight often a secondary consideration to passenger priorities.
- Fragmented local regulation, particularly in urban areas, leading to inconsistent access restrictions.
- Insufficient integration of energy and transport policy, slowing the rollout of zero-emission vehicle infrastructure.

These can be addressed by:

- Embedding freight in all integration policies at national and local level.
- Creating a national framework for urban logistics policy.
- Adopting the UK Logistics Network as the basis for corridor-level planning.

c) What kinds of interventions and policy decisions are needed to provide joined-up transport?

The government should:

- Take a long-term, system-wide approach to freight integration, beginning with the formal adoption of the UK Logistics Network as identified by Logistics UK.
- Adopt a corridor-based approach to transport investment that cuts across modes rather than operating in silos.
- Ensure reforms to the planning system safeguard land for logistics alongside priority corridors.
- Establish, monitor and champion challenging growth targets for rail and waterborne freight while also providing meaningful incentives to enable modal shift.
- It should also, through the INTS:
- Work with the logistics sector to deliver a co-created logistics roadmap to net zero, maximising the role of low carbon fuels while zero-emission technology scales.
- Modernise vehicle regulations to support innovation, productivity, and decarbonisation.

- Support city regions with a national framework for efficient urban logistics and a pilot city region to test integrated freight strategies.
- Align transport investment with energy infrastructure planning to ensure freight decarbonisation is feasible across all modes.

d) How should transport integration and its benefits be measured and evaluated?

Measurement must capture freight-specific impacts alongside passenger outcomes. Key metrics include:

- Freight journey time reliability and cost efficiency across modes.
- Emissions reductions from integrated infrastructure and operations.
- Economic impacts such as productivity gains and trade facilitation.

To achieve this, government should:

- Adopt the UK Logistics Network map as a framework and collect corridor-level freight flow data.
- Incorporate logistics metrics into Green Book appraisal, ensuring decarbonisation, resilience, and supply chain security are valued.

g) What is needed to ensure that integration is inclusive and meets the diverse needs of transport users?

For freight, inclusivity means ensuring all regions and communities have reliable access to goods, and that the sector's workforce needs are met. Achieving this requires:

- Investment in freight corridors serving rural, remote, and economically disadvantaged areas.
- A national logistics skills strategy to address the projected shortfall of up to 618,000 workers by 2030, including training for zero-emission technologies and digital operations.
- Integrate provision for driver and workforce facilities into infrastructure planning.

h) Will the meaning of integration vary across different kinds of areas?

Yes. In urban areas, integration must focus on efficient last-mile delivery. In rural and inter-city contexts, the priority is corridor reliability and resilient multimodal connections to ports, airports, and markets. A national framework should set consistent principles, but delivery must be tailored to local geography, industry, and freight patterns.

Submission reference: YEW940412

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