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Platformising Informal Motorcycle Transport, Youth Livelihoods, and Digital Constraints: A Case of ORide E-Hailing in Ibadan, Nigeria

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ABSTRACT

The platform-based motorcycle ride-hailing is changing informal mobility systems in African urban areas, but there is little empirical data on the socio-economic effects, adoption forces, and challenges of sustainability. This paper examines the rise of ORide, a commercial motorcycle e-hailing service in Ibadan, Nigeria, and what this means to mobility, the livelihood of young people, and how informal transport is being transformed. The study employs a mixed-methods design with 250 ORide riders and 100 clients and supplements it with in-depth interviews to investigate the reasons to join an ORide, the perceived benefits, constraints faced by clients and users, and the influence of factors on the sustainability of the platform. The findings indicate that ORide can offer better access to mobility, regular income opportunities, and a more formalised identity to riders, although the key constraints were identified, such as low network connectivity (92%), mobile data unreadability (84%), unreliable electricity provision (76%), unavailability of smartphones (55%), and regulatory unpredictability. It contributes novel insights on how socio-economic strain and digital constraints shape participation in motorcycle e-hailing in a developing-city context, grounded by integrating Strain Theory and TAM to clarify rider motivations, platform adoption, and the sustainability of platformised informal transport systems.

Keywords: Commercial Motorcycle; ORide; E-hailing Service; Informal Transport; Digital Divide; Ibadan; Nigeria

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1. Introduction

Transportation is crucial in the way economic development, social mobility, and livelihood opportunities are shaped [1,2]. In most developing settings, especially in Sub-Saharan Africa, poor formal transport systems have contributed to the growth of informal transport solutions. Motorcycles are now among the most popular forms of transport because they are affordable and manoeuvrable; they do not need much entry requirements, and can go where other means cannot [3]. In Nigeria, unemployment remains widespread, population growth is rapid, and infrastructural inadequacy and rural-urban migration have increased the use of commercial motorcycles as a mode of transport and means of livelihood by millions of young people [4,5].

The emergence of digital technology has seen the development of e-hailing innovations remaking informal transport systems with a new layer of order, surveillance, electronic payments, and customer-drivers matching. ORide, an initiative that was started in Nigeria in 2017, is one of the most notorious efforts to formalise motorcycle transport in the urban centre, including Ibadan. ORide integrates safety functions, GPS location tracking, digital payments, and monitoring operations under a smartphone platform integrated within the OPay application [6,7]. The development of these platforms is an indicator that African cities are moving towards platformised mobility, where informal transport starts to assume the features of formal corporate regimes.

Despite its potential, the sustainability and uptake of motorcycle e-hailing are influenced by various constraints, one of them being the lack of digital literacy, inadequate network coverage, fluctuating electricity supply, smartphone affordability, data price, and uncertain regulatory conditions. These issues form a digital divide between the riders and commuters, based on the ability to participate and the productivity of the platform. Existing studies on motorcycle transport have been largely concerned with safety, environmental effects, crime, and regulations [8–11]; however, there are limited studies that explored how digital motorcycle-hailing platforms affect youth employment, mobility access, and structural constraints within Nigerian cities. The study fills this gap by examining the motivations, perceived benefits, challenges, and barriers to the adoption of ORide in Ibadan. Grounded on the Strain Theory and the Technology Acceptance Model (TAM), we test how digitally deferred rider and user behaviour are influenced by socio-economic pressures, unemployment, perceived usefulness, and digital barriers. This research adds to the body of existing empirical evidence on platformisation of informal transport and digital limits that determine its sustainability in a developing-country situation. The remainder of this paper is structured as follows: Section 2 reviews the literature and theoretical framework. Section 3 describes the methodology. Section 4 presents the findings. Section 5 discusses the implications of these findings. Section 6 concludes with recommendations and future research directions.

2. Literature Review

The growth of commercial motorcycle transport in Sub-Saharan Africa has raised a lot of academic attention because of its importance in urban mobility, informal employment, and adaptive survival tactics in urbanising environments. Existing studies indicate that motorcycles have emerged as a prevalent way of transportation in most cities in Africa, where formal transport is underdeveloped, unreliable, or poorly combined [8,12]. They are particularly appealing to the younger generation because of their affordability, manoeuvrability, and ease of entry, which offer them instant access to income opportunities when unemployment levels are high [13]. However, Udosen and Uwak [14] also highlight the risks in commercial motorcycle activities, which include the high level of accidents, low compliance with safety standards, and the risk of being harassed by the authorities. The synthesis of these findings shows two parallel facts: on the one hand, commercial motorcycles play a significant role as a buffer of livelihood and mode of mobility, and on the other hand, they operate within a system of vulnerabilities that determine the experiences of riders and commuters.

Digital transport innovations are the next era in this phase, and studies have recorded the redefinition of informal mobility systems by e-hailing services like Uber, Bolt, MAX, Gokada, and ORide. This type of technological infrastructure brings operational structure to informal

transport and enables digital identity verification, GPS tracking, and matching customers with drivers, digital payments, and performance monitoring [7,15,16]. In Nigeria, studies suggest that ORide offered riders greater legitimacy, better income stability, and fewer risks of dealing with unions or police harassment due to its corporate identity and monitoring systems [6,7]. However, a study also recognises significant obstacles, including regulatory uncertainty, policy discrepancies, and a lack of infrastructure, which jeopardise the sustainability of the motorcycle e-hailing services in the long term [17–19]. These studies show that platformisation can provide avenues of formalisation but is extremely sensitive to the governance and the infrastructural circumstances.

One key theme that emerges in the literature is the need to define the fundamental concepts that influence the evolution and sustainability of motorcycle e-hailing systems. Formalisation is the process of making informal motorcycle transportation more organised and regulated with the help of digital branding, corporate identity, customer verification, and performance accountability [20]. Sustainability, within the platform-based mobility, includes business viability, income stability for riders, continued user adoption, regulatory fit, and safety performance [21]. These dimensions define the longevity of e-hailing systems beyond short-term market penetration. The digital divide captures differences in access to smartphones, differences in data affordability, network stability, internet literacy, and access to electricity [22]. Prior studies regularly indicate that these digital inequities define who will have an opportunity to use e-hailing platforms and the functionality of platforms within African urban areas [14,23]. Integrating these concepts, the literature highlights the fact that e-hailing is not a purely technological introduction but a multifaceted contact of digital preparedness, socio-economic aspects, and policy contexts.

To interpret these dynamics, this study draws on Strain Theory and the Technology Acceptance Model (TAM). The Strain Theory, based on the work of Durkheim and formalised by Merton [24], posits that when individuals feel impeded in their opportunities or structural pressures, they take up other approaches in attaining their aim. In Nigeria, where unemployment and poverty, as well as limited formal employment opportunities, impose heavy socio-economic pressure, commercial motorcycle and e-hailing employment is innovative as an adaptive reaction. This is exhibited in the motivations that have been established in prior studies and the findings of the current study, as riders often mentioned survival needs, unemployment, and avoiding crime as their reasons behind joining ORide. Therefore, ORide is a coping strategy that is adaptive to structural strain. While Strain Theory describes how people get into platformised motorcycle study, TAM describes how the riders and commuters interact with e-hailing technology [25]. The TAM indicates that the perceived usefulness (PU), including increased earnings, reduced passenger acquisition, decreased harassment, and perceived ease of use (PEU), including the functionality of the app, network reliability, and data charges, influences the adoption and use of technology. Studies indicate that digital platforms are successful when users feel that they provide clear advantages and face few technological challenges [14,26]. Yet, repetitive problems in Nigeria, such as weak network coverage, excessive data rates, unreliable power, and low levels of digital literacy, weaken PEU, therefore reducing PU. The integration of Strain Theory and TAM indicates that socio-economic strain is induced to move people into using e-hailing platforms, with digital and perceptual constraints defining how well they can do it.

Despite increasing interest in mobility platforms, there are still limited studies on motorcycle-oriented e-hailing systems in Nigerian secondary cities such as Ibadan, especially regarding how socio-economic strain and digital constraints interact to shape adoption and daily operations. This study fills a major gap in the literature by integrating theoretical perspectives with empirical realities to contribute new insight on platformisation of informal transport in developing settings. Based on the reviewed literature and the theoretical review, the study proposes that:

Proposition 1. *The socio-economic strain, e.g., unemployment, lack of income security, and lack of formal job options, compels youths to use ORide as a survival mobility livelihood.*

Proposition 2. *Perceived usefulness of the ORide platform, such as income opportunities and increased legitimacy, has a positive effect on the motivation to join and stay on the platform among riders.*

Proposition 3. *Digital constraints such as bad network connections, data charges, and unreliable electricity weaken perceived ease of use and impair the effective use of the ORide application by the riders and clients.*

3. Methodology

The research adopted an exploratory mixed-method approach in an attempt to understand the incentives, perceived advantages, and operational issues related to the motorcycle e-hailing service of ORide in Ibadan, Nigeria. The mixed-methods approach was deemed suitable as it allows integrating both quantitative trends and qualitative insights and, thus, gain a more profound perspective on behavioural, socio-economic, and technological interactions within the platform-based mobility ecosystem [27]. Ibadan was selected as the study location due to its large urban population. The city consists of eleven Local Government Areas (LGAs) five of which are mostly urban. Multistage sampling process was adopted so the representation of the major transport corridors was adequate. In stage one, Ibadan North and Ibadan Southwest were randomly selected as two urban LGAs. The second stage involved identifying major ORide operational clusters in these LGAs during the field reconnaissance and consultation with ORide coordinators.

Systematic sampling techniques at specified cluster points were applied to select the riders. All third-available riders that satisfied the inclusion criteria, including being engaged in ORide operations, owning a functional smartphone, and being willing to volunteer, were contacted. This resulted in 250 rider respondents. The clients were accidentally sampled in locations where ORide is mostly used, like markets and major intersections, to obtain 100 client respondents. This distribution indicates the operational reality that the riders represent the main basis of operation, whereas clients are more widely distributed. The collection of the data was conducted from 2019 to 2020. The structured questionnaires provided primary quantitative data on socio-demographic characteristics, reasons to join ORide, perceived usefulness, perceived ease of use, and digital constraints. Ten in-depth interviews (IDIs) with purposely selected riders provided them with qualitative data, which highlights a wide range of experiences in terms of age, period of operation, and digital system familiarity.

All completed questionnaires were screened for completeness. 14 questionnaires had blank or inconsistent responses; thus, pairwise deletions were used to ensure that the maximum data could be used and still analytical integrity would not be lost. The quantitative data were examined in SPSS and provided with descriptive statistics, i.e., frequencies, percentages, and cross-tabulations. The qualitative data were transcribed verbatim and the thematic analysis generated thematic insights into the lived experiences of the riders and the structural and digital factors that impacted their participation in the platform.

This methodological strategy enables a combined evaluation of socio-economic strains and technological circumstances that define the involvement in the ORide system. The quantitative and qualitative methods are combined to enhance the interpretive depth of the study and aid the overall comprehension of the dynamics of the motorcycle e-hailing in Ibadan.

4. Findings and Discussion

The study findings provide insights into the demographic characteristics of ORide riders, the socio-economic factors that influence their use of motorcycle e-hailing, and the digital and operational constraints of both users and riders. The findings are presented in alignment with the propositions of the study and supported by descriptive statistics and qualitative narratives.

4.1. Socio-Demographic Characteristics of Respondents

The socio-demographic profile shows that the population of ORide riders is mainly composed of young men older than 20 and younger than 39 (**Table 1**). This age distribution represents the general trends in employment in Nigeria, whereby the younger population is disproportionately involved in informal-sector activities, as there is a low proportion of formal employment. The age distribution is also consistent with the Strain Theory, which suggests that those who are put under social-economic pressure are more likely to find other ways of earning income, including platform-based motorcycle work.

Table 1. Frequency Distribution of Background Characteristics of Respondents.

Socio-Demographic Data	Frequency	Percentage
Age		
20–29	84	33.6
30–39	102	40.8
40–49	41	16.4
50 above	23	9.2
Gender		
Male	250	100

Source: Field Survey, 2020.

The geographical dispersion of riders indicates that ORide is appealing to people who are still in their productive years of 20–39 years of age, and many of them are unemployed or do not have stable incomes. The gendered nature of the motorcycle in Nigeria is evident through the exclusive male riders, which are consistent with the previous study.

4.2. Reasons for Joining ORide

The quantitative findings indicate significant socio-economic reasons to use the platform (**Table 2**). The most commonly mentioned factors are the shortage of employment opportunities, the necessity to survive, the unwillingness to engage in criminal activities, and the possibility to raise money to begin his/her own business. These findings strongly support of the Proposition 1, which claims that youth engagement in e-hailing employment is driven by socio-economic strain.

These motivations indicate the larger socio-economic trends in Nigeria, where unemployment and income insecurity drive people to available, low-income-density means of livelihood. This is supported by qualitative interviews where riders referred to ORide as a bridge to instant income, less exposure to the police or union harassment, and a type of work that is more dignified because it looks corporate.

Table 2. Frequency Distribution of Reasons for Joining ORide.

S/N	Reasons for Joining ORide	Frequency	Percentage
1	There is no job to cater to my family	136	54.4
2	There is no job to cater to my needs	177	70.8
3	I don't want to be idle	207	82.8
4	I don't want to delve into criminal activities	159	63.6
5	I need to survive	170	68.0
6	I need money to start a new business on my own	97	38.8
7	Others	54	21.6

Source: Field Survey, 2020.

4.3. Constraints Encountered by Clients

Client responses demonstrate a range of digital and operational constraints that influence the adoption and effective utilization of the ORide platform (**Table 3**). The most frequently reported challenges are unstable network connectivity (92%), lack of data (84%), unstable power supply (76%), and absence of an Android phone (55%). These constraints are in line with Proposition 3, which states that digital barriers reduce the perceived ease of use of the platform.

The prevalence of digital constraints between the client responses upholds the role played by structural constraints like network instability and digital illiteracy in influencing mobility decisions. The findings are consistent with the Technology Acceptance Model, which highlights the perceived ease of use as an important factor defining the adoption of technology.

Table 3. Constraints of Taking ORide.

S/N	Questions	Frequency	Percentage
1	I have difficulty accessing the Opay app	41	41
2	Unstable or constant power supply prevents me from taking a ride	76	76
3	Absence of an Android phone prevents me from taking a ride	55	55
4	Lack of data prevents me from getting a ride	84	84
5	The helmet makes me uncomfortable	30	30
6	Bad network delays me from getting a quick ride	92	92
7	Others	4	4

Source: Field Survey, 2020.

4.4. Qualitative Insights on Benefits and Operational Realities

The qualitative interviews provide rich contextual knowledge on the motivation and experience of ORide riders. In all the interviews, riders emphasised that ORide made their operations much easier to reach consumers, created less waiting time, and increased their daily income compared to when using conventional commercial motorcycles. These findings are a reinforcement of the quantitative findings and fill the gaps in understanding the usefulness of the platform by the riders, as per Proposal 2.

Some of the riders mentioned that the platform was a convenient and effective way of getting passengers. One rider stated:

> *I find it too easy to get passengers, I don't have to stay for too long inside the sun…I can pick an order from inside my house since when I started this business, I have carried more than a thousand orders… and the work that one is doing that one makes 6000, 7000, 8000 naira per day, it is not polite to leave that job.*
>
> **(IDI/Male/2020)**

Riders also emphasised that ORide offers a more affordable entry point into the transport business relative to car-hailing platforms. As one participant explained:

> *I have been working with a transport company that is an app company: that is Bolt, formerly Taxify. The amount of money required to invest in such a business is high. For instance, you have to get a car, a Toyota Corolla, which is worth 3.5 or 3.7 million, L 20… for passengers, while you still have to put on your AC for 400 or 500 naira. So when I discovered that the expenses were too much, that is why I joined Opay...*
>
> **(IDI/Male/2020)**

These narratives function as illustrations of how ORide gives another practical alternative for individuals facing financial constraints, aligning with Strain Theory's argument that individuals innovate under socio-economic pressure.

> *It is the situation in Nigeria when there is no job to cater for oneself and virtually everybody doing ORide has their previous occupation. And also, the cost of starting a new business or maintaining is expensive. There is a difference between someone who is doing Opay and someone who is not. And now, I am doing full-time under Opay because it is recognized and it comes with respect.*
>
> **(IDI/Male/2020)**

Also, it was discovered that most riders joined because of its corporate outlook and protection against unpalatable government policies and disturbances from law enforcement agencies.

> *The reason I came to join ORide is to avert crises with road unions, police officers, and others that disturb the flow of business…so now, I carry only one passenger and I am confident that no police officer or union will disturb me. In case I want to pay for a ticket, I am certain that I only have to pay 50 naira. And this has also prevented the clash over change.*
>
> **(IDI/Male/2020)**

Participants also praised ORide for eliminating common disputes related to fare negotiation and change. As one respondent noted:

It is a neat job that anybody cannot belittle that easily. Then about other commercial riders, there is nothing like "Do you have change?, Didn't I tell you that it is 500 naira I have?": Like going to the filling station to look for change amongst others and all these lead to wastage of time. But when ORide came, they brought the job to us. After my research, I discovered that it has prestige, and there is no "I don't have change syndrome"...

(IDI/Male/2020)

The benefits were substantial; riders also identified such challenges as the cancellation of bookings occasionally, temporary suspension, and the inability to navigate digital devices. These issues indicate how digital literacy and tech capability shape participation in platforms, and it can be claimed that this supports Proposition 3 about the effect of digital constraints on perceived ease of use. Generally, the qualitative findings contribute to a better understanding of riders' motivations and operational experiences and demonstrate how socioeconomic stress and perceived usefulness guide adoption, and digital constraints, on the other hand, influence engagement with the platform.

4.5. Discussion of Findings

The findings demonstrate that socio-economic strains, perceptions about the value of technology, and constraints surrounding the use of digital technologies collectively determine the use of the motorcycle e-hailing system of ORide in Ibadan. The findings provide a consistent account of the motivations, experiences, and constraints reported among riders and clients, when analysed through the Strain Theory and the Technology Acceptance Model (TAM), as they align with the trends and patterns monitored in the literature on informal transport and digital mobility in African cities [8,11,14].

First, the high effect of socio-economic strain is observed in both sets of data, and this confirms Proposition 1. Unemployment, income insecurity, and survival necessities remained constant reasons given by riders to join ORide, and these show the larger pressures on youth livelihood that have been reported in cities across Nigeria [4,5]. This is consistent with the argument of Merton that when there are structural constraints on the availability of legitimate opportunities, people become innovative [24]. The qualitative narratives of ORide being a means of surviving and a respectable alternative show the functionality of the platform as an adaptive livelihood policy. These findings build on previous studies on commercial motorcycle employment by establishing that digital mediation further alters the image of it as a safety-net job among city young people [12] by demonstrating how digital mediation further transforms its legitimacy and risk landscape.

Secondly, the findings clearly indicate perceived usefulness (PU) in continued engagement among the riders in line with TAM and Proposition 2. Riders reported increased passenger access, predictable income, and less idle time among the benefits, as well as better corporate image. Studies such as Udosen and Uwak, and Ojekere et al. [7,14] on e-hailing systems in Africa respondent noted that ORide is more organised than the traditional okada activities, which lowers the number of disagreements and increases professionalism. This implies that platformisation leads to partial formalisation, as digital identity checking, surveillance, and standardised processes start to add some order to an otherwise informal transport industry. These trends confirm the studies of Kato and Chalermpong, Sitas et al., and Morrissey and Schwanen [15,16,20], which suggest that platform mobility adds new dimensions of accountability and legitimacy to the informal labour market.

Nevertheless, the research also uncovers significant digital and infrastructural constraints that support the purpose of Proposition 3 and the focus of TAM on perceived ease of use (PEU). The problems identified by clients and riders were connected to poor network connectivity, expensive data, unavailability of smartphones, and unreliable power supply—challenges also noted in earlier African mobility research [19,26]. These constraints decrease the PEU and deteriorate the value of the platform as a whole, which is an example of how digital divides determine user experience and restrict accessibility. This is in line with recent findings that digital mobility reforms in developing nations are limited by the infrastructural vulnerability and imbalanced digital preparedness [10,23]. Even those riders who perceived ORide as a service of the utmost functionality could not remain consistently engaged because of the technological constraints, which showed a conflict between the socio-economic motivation and the digital ability.

Furthermore, the interplay between the structural strain and the digital constraints also points to the hybridity of platformised informal transport that combines both the characteristics of formal and informal systems. Although ORide enhances legitimacy, compliant structure, and compliance with safety, riders are exposed to the variability of demand, poor digital infrastructure, and regulatory insecurity- all of which have also been described in the literature on African e-hailing markets [7,17,20]. These challenges implies that sustainability of motorcycle e-hailing is not just based on financial sustenance but regulatory fit, digital architecture and sustained user adoption.

The vulnerability was further revealed by the effects of the COVID-19 pandemic. In line with other studies on global mobility that reported extreme losses in travel demand in times of lockdowns [8,18], the number of customers of ORide services reduced, and the financial burden on them rose. The work-from-home and stay-at-home orders decreased the perceived usefulness of the service, whereas less income made it more difficult to buy the data or service to keep smartphones, which further exacerbated already-existing digital divides. This supports the idea that sustainability should be conceptualised as the ability to withstand external shocks, and not only operational performance [2,7,21]

Overall, the findings reveal that the adoption of motorcycle e-hailing in Nigeria comes out of the interplay of structure-driven necessity, perceived utility, and digital exclusion. The strengths of ORide, creating revenues, legitimacy, and convenience, are negative by the weaknesses in infrastructure and regulatory uncertainty. These findings validate the applicability of Strain Theory and TAM to the description of the use of platforms in developing contexts and aid in comprehending how informal transport systems are reorganised with the help of digital mobility innovations in unequal socio-economic and technological contexts.

5. Conclusions

This study examined the motivations, perceived benefits, and operational constraints that came with the utilisation of the ORide motorcycle e-hailing service in Ibadan, Nigeria, using Strain Theory and the Technology Acceptance Model (TAM) as guiding theories to understand the results. The findings indicate that involvement in motorcycle e-hailing is highly affected by the socio-economic forces, especially unemployment, lack of security in the form of income, and the lack of formal-sector opportunities. The presence of these structural conditions motivates the young people to pursue ORide as a livelihood strategy as an adaptive mechanism, as explained in the Strain Theory. The study also reveals that the riders perceive the ORide platform as a helpful tool, which makes them access passengers more quickly, have predictable earnings, and perceive themselves as having a formalised identity, which promotes the perceived usefulness aspect of TAM. However, infrastructural and digital barriers greatly limit the sustainability of the motorcycle e-hailing. Weak network connectivity, expensive data plans, unreliable power supply, and insufficient digital literacy cause inconvenience when using the platform and make everyday business more complex among riders and clients. These digital constraints imply that the usage of technology is highly interconnected with the larger structural realities within the city setting. The results thus point to a two-sided reality that although ORide can provide valuable economic opportunities and provide new patterns of organisation to informal transport, its sustainability will only be possible in the context of enhanced digital ecosystems in Nigeria, digital governance of transport systems, and the provision of platform-based workers.

The study contributes to transport development discourse by offering an integrated socio-economic and technology-focused analysis of motorcycle e-hailing within a developing-city context. It complements the existing body of study by placing platformised mobility in the context of the lived experiences of youth livelihoods, digital inequality, and the transforming interactions of informal transport systems.

5.1. Policy Implications

The findings of the study indicate the following policy implications that will make motorcycle e-hailing services in Nigeria more sustainable and inclusive:

i. Regulatory frameworks should be made clear and consistent to govern licensing, safety standards, ac-

countability of the platform, as well as data protection. Effective regulations would minimise uncertainty among operators, improve the safety of riders, and facilitate organised development of the industry.

ii. Mobile mobility services require consistency in sustainable broadband, mobile networks, and enhanced electricity to retain efficiency. Infrastructure investments would promote the performance of the platform and increase user involvement.

iii. Basic digital skills are necessary to enable riders to operate e-hailing apps. Collaboration between the government and the industry may offer low-cost digital-skills training programmes to enhance the technological preparedness of riders and the adoption of the platform.

iv. Considering the economic precarity of riders, the actual policy must rely on influencing platforms to provide fair working conditions, coverage, and safety equipment, and a regular training programme. Social protection should be increased to lead to more sustainable and fair integration into the mobility sector.

v. Urban mobility should feature motorcycle e-hailing in the municipal authorities, especially as a last-mile connectivity. Public transport alignment can enhance transport efficiency, reduce congestion, and improve accessibility.

5.2. Limitations and Future Research

Despite having pertinent insights, the study has some limitations. First, it concentrates on one city, Ibadan, which might not be generalisable to other cities with different socio-economic and regulatory environments. Second, the analysis is predominantly descriptive and thus does not offer very strong causal assertions; the discussed relationships should be seen as associations but not as definite causal impacts. Third, the information was gathered over a narrow time frame of the ORide operation and does not indicate broader platform dynamics or the impacts of regulatory changes, which took place after the withdrawal.

5.3. Future Research

Future investigation must consider comparative research on different cities in Nigeria or Africa to investigate the differences in platform adoption, regulation context, and digital limitations. Longitudinal research would give more insight into the changing nature of platformised work and its effects on youth livelihoods in the future. Also, the use of multivariate or causal modelling might reinforce insights related to the interactions between socio-economic strain and technology perceptions and digital infrastructure to inform participation in e-hailing mobility systems.

Author Contributions

Conceptualization, I.P.S. and M.O.I.; methodology, I.P.S.; software, M.O.I.; validation, I.P.S. and M.O.I.; formal analysis, M.O.I.; investigation, I.P.S.; resources, M.O.I.; data curation, I.P.S.; writing—original draft preparation, M.O.I. and I.P.S.; writing—review and editing, I.P.S.; visualization, I.P.S.; supervision, M.O.I.; project administration, M.O.I.; funding acquisition, I.P.S. and M.O.I. All authors have read and agreed to the published version of the manuscript.

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Institutional Review Board Statement

Ethical review and approval were waived by the Research Ethics and Compliance Committee of Covenant University, Ota, Nigeria, because this study employed non-interventional social science methods, including questionnaire surveys and in-depth interviews with adult participants. The research did not involve clinical procedures, medical experimentation, vulnerable populations, or the collection of sensitive personal or health-related data, and therefore met the criteria for minimal-risk research exempt from formal Institutional Review Board approval.

Informed Consent Statement

Informed consent was obtained from all subjects involved in the study.

The study was conducted in accordance with internationally recognised ethical principles for social research,

including respect for participants' autonomy, anonymity, and confidentiality. All participants were adequately informed about the purpose of the study, the voluntary nature of participation, and their right to withdraw at any time, and verbal informed consent was obtained prior to data collection.

Data Availability Statement

Data are available within the manuscript.

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Conflicts of Interest

The authors declare no conflict of interest.

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