1. **Purpose.** The purpose of this study is to evaluate the differences in gender mobility patterns for work purposes in the Tokyo Metropolitan Area. The primary objectives of the research are to detect the mobility patterns for work purposes of each gender in the whole study area; to recognize and compare the mobility patterns for work purposes by gender in an urban core, a sub-urban core and a rural fringe; and to understand the main factors that generate the gender differences in mobility for work purposes in the Tokyo Metropolitan Area.

2. **Methodology.** The data source used for this research is the People Flow Data (PFD) provided by the Center for Spatial Information Science (CSIS) of the University of Tokyo. PFD is a person trip survey made by questionnaires which captured all the movements of the people for one complete day (24 hours). The survey was made to about the 2% of the population of the Tokyo Metropolitan Area on October 1st of 2008.

The PFD big data was processed by ArcGIS® software package version 10.2, PostgreSQL 9.2 and Person Trip Data Browser and Analyzer© (2012, Division of Spatial Information, University of Tsukuba) in order to get the georeferenced data of all the inhabitants’ sample.

3. **Results.** The mobility patterns for work purposes in the study area shows noticeable differences among the both genders. Women perform the 38.15% of all the trips for work purposes and choose to work closer to their households than men, as they move 49% less of the time than men to get to their jobs.

Women consistently decrease their commuting distance and time since they are 20 to 30 years old, while the older men are the more time and distance they commute. This behavior is much more prominent in the sub-urban and rural fringe’s commuters, where the time travel gap between genders is noticeable as the commuters are older. Considering the bibliography, this fact could be explained by the change of domestic roles after women got married and give birth, causing that women give up regular jobs.

However, the pattern is different in the urban core’s commuters’ behavior, where both genders’ commuters travel long distances and women do not show significant variation in the travel time in all the age ranges, while in the other two commuting cores the variation of the commuting time is bigger depending on the age.

Also, modal distribution in both genders is very similar in the urban core while in the sub-urban and rural fringe cores women show consistently more preference for the use of bicycle and less for train as they commute farer from the urban core.