Introduction

Tehran, the capital of the country as long as the political center, office, commercial, cultural, etc., of expansion and massive public place is great. Although the capabilities and capacities of Tehran, has caused much of the population is concentrated in the facility. Social and economic inequality between urban metropolis of Tehran and other provinces caused the influx of jobseekers to Tehran. Its high population density and high human and material problems have created different problems in the fields of infrastructure, urban transport network, traffic, pollution environmental (air, noise). Tehran Municipality as a social institution and services to citizens, much effort has been done to address the city's traffic problems. In this regard, we extend the metro, bus speed, highway widening, underpass and overpass bridges, etc., during the current decade.

Tohid tunnel as the largest project of urban country, in Tehran, with the aim of reducing traffic and easy access north to south, reducing pollution, environmental (air and noise) and reduce fuel consumption, in June 1386 by the Municipality of Tehran in February 1388 to came into operation. Construction phase of the project had negative consequences for citizens, Tohid, Piruzi, Jomhuri, Eskandarye, Dokhaniat, salsabil North and South are located in proximity to the tunnel. But the operational phase of the project, the project did not have the use and benefit. The main focus of this paper is to study the implications of the tunnel project on the Iranians "operational phase". This study was conducted over 10 months of project implementation. One of the aims of this paper is that, with the implementation of the Tehran municipality directors Tunnel Project Unity to what extent have been able to resolve the problem of traffic? And how successfully they have been able to achieve the project objectives; such as reducing traffic, environmental pollution (air and noise and fuel consumption). The consent of the citizens, especially drivers and passengers using the Tohid tunnel will be assessed. The consent of the citizens, especially drivers and passengers using the Tohid tunnel will be assessed.

Tehran Municipality, the construction of the tunnel in the list of "projects include social impact assessment" has announced (Tehran Municipality Cultural and Social

Studies, 1389, p 28). The aim of Tohid tunnel construction was solving the problem of traffic between highways and Nawab, saving fuel and reducing air pollution, noise and visual groups. Establishment of concrete supply workshops, for tunnel construction, drilling and excavation problems such as environmental pollution, psychological distress, access and traffic disruption, disruption of business, jobs, businesses and citizens and heavy street network traffic, dirt and disruption of municipal services neighborhoods and etc, Has come along. But the utilization of the tunnel may have positive effects on traffic, environmental, social, Tehran citizens (most positive macro-level).

This research project aimed at understanding the impact on affected communities, providing compensation for loss eyes and guidelines for monitoring and management systems designed to meet the technical shortcomings of the project. Strategies to strengthen the positive effects and reduces the negative effects of the project are presented. The results of this study in urban tunneling projects such as the top of the tunnel project - prayer, AUT Tehran and so on. Officials and managers, urban development using the results of this study can be predicted with the eyes open and the negative effects of urban projects and identify groups of wasting money and influence to prevent the occurrence of social conflicts. Implementation process of the economic costs and social - many different sectors of society are responsible. So in this situation it is important to assess the social impacts on affected communities.

Tunnel construction, public resources, public infrastructure such as highways and roads affects the adjacent tunnel. Based on the above issue, a social impact assessment of Tehran, Monotheism tunnel project during the "operation" is needed. In this study, the following questions are posed:

1. What are influencing factors of the Tohid Tunnel on society after utilization?

2. Who are the winners and losers in the course of the project and what is the loss or usefulness of the project?

3. And what are the mitigation strategies to offset the impact of the project to reduce negative impacts and enhance positive impacts?

4. What is the level of satisfaction of citizens of Tehran Municipality from the Tohid tunnel project?

Materials and meth

Statistical samples based on project findings, 2,6,10 and 11 samples at the confluence of the four areas that have been selected to be significantly affected. Human subjects based on project scope and geographical unity of the two communities, Shahrara, Nasr St., Zone 6 locations in Western Keshavarz, Nusrat; area 10 salsabil southern and northern areas and the 11 neighborhoods in South Eskandari, tobacco and have been elected. Residents and shopkeepers Nawab Street, Tawhid, Kalhor, Bagher Khan, Sattar Khan, Patrice, Azerbaijan, Dmpezeshki, Niayesh, North and South Eskandarie, Forsat, Nusrat, Shabahang, Imam Khomeini are as samples. These include: 1) Post Street shopkeepers Nawab, Jomhuri, Tohid, office towers - trade unions, pharmaceutical and veterinary class housing estate, agency Taxi 2) employees of banks.

Research methods were used: 1 - in-depth interviews, group (district councils), residents, businesses, motorists and passengers (30 in operation stage) 2 - survey of residents and shopkeepers exploitation phase (n = 423 samples) 3 - scrolling driver and passengers travel routes, tunnels and highways Nawab - Chamran the exploitation phase (sample 1,000), 4-Center for documentary studies, traffic, air Quality Control, site City, site Information monotheism tunnel, newspapers, surveys, monotheism tunnel projects with real impact.

Finding and results

The most important part of the social effects of the indicators is presented separately Tohid Tunnel. But before discussing the implications of the project brief description of the status of the affected population (Tohid tunnel) and we'll introduce the tunnel project. To understand the real impact of the project resources, documents and studies related to the use of surveys and interviews, and most have been outcomes. Moreover, based on indicators of research findings will be presented.

Operational implications of Tohid tunnel

Based on these findings, the effects and consequences of the "tunnel operation" is presented. Groups were affected during the operation of the tunnel for tunnel construction projects benefit from the positive effects. But over 10 months of operation of tunnel surrounding neighborhood residents due to lack of access tunnels do not benefit from this project. The expectation is that the citizens of Tehran Municipality to build the compensation act. The most important negative effects on the operation of Tohid tunnel project are listed in the table below.

Negative effects	**No**
Increased local traffic and highway tunnel entrance	**1**
Rising air pollution within the tunnel	**2**
Increased noise pollution in the tunnel	**3**
Vehicle fuel increased consumption	**4**
Difficulty gaining access to work and home	**5**
Increased travel time	**6**

Table1. Shows the most negative effects of project operation stage Tohid tunnel, Source: The authors.

One of the important results of research is exploring reasons for not using Tohid tunnel by drivers and passengers. These reasons are listed here in order of importance: 1) In the absence or unavailability of the tunnel for the trip, and 2) air pollution inside the tunnel.

Social effects of Tohid tunnel project from the viewpoint of authorities is positive, But citizens differ in opposition to it. Municipal authorities, as trustees believe that the tunnel project reduce environmental pollution, elimination of intersections and reducing traffic of crosses between Jomhuri street to Tohid from the south to north, reducing travel time and reduce urban vehicle depreciation (Ghalibaf, newspaper, 02/03/138). The operation of the Tohid tunnel has annual savings of 20 million hours of citizens time. This reduces in time will cause easy access to work centers, improve

social relationships with family and neighbors in adjoining neighborhoods and citizens will ultimately increase mental relaxation. During construction of the tunnel will collapse twice. This collapse is caused citizens feel unsafe. Vice President of the International Association of tunnel says the technology is very safe in tunnel construction (Professor Wagner cites the tunnel Tohid database, 08/12/1388). According to nearby residents, 11.2 percent of citizens believe that in large part the tunnel "tunnel adjacent areas of social uplift" is. 37.4% moderate and 46.8% of the residents of this work are as low as. Members in 11 regional councils believe that "with the construction of the tunnel, the tunnel adjacent neighborhoods citizen access to local neighbors and social contacts more easily be made shorter. Mr. Jalili in the neighborhood of the tunnel effect "to other communities," says the construction of access roads adjacent to the neighborhood better. A neighborhood restriction in terms of access to the tunnel is not created. Most of the one-way streets in the form (interviews with members of district councils Alexander, President, October 1389). Bryank local people to access via highway tunnel Nawab many problems. Monotheism tunnel not only the problems but did not fix the problem, it added. To pass through the tunnel and go to the North East of Tehran have problems. Drivers have to use the bridge Masum Imam to Hagh Shenas Square for going to tunnel, that it is difficult to move. Drivers Tawhid in the neighborhood south of the city to go into the tunnel under the bridge turns around to Geisha (interviews with members of the councils, October 1389). Neighborhoods adjacent to the tunnel in District 2 with the operation of the access tunnel to the administrative centers, commercial cities, work, home etc, Improved (interview with members of district councils Unity Alley, Nasr, September 1389).

In the managing the consequences of Tohid tunnel projects, strategies to reduce negative impacts and enhance positive impacts of the project are presented. Here is focusing on the knowledge of local authorities (local) strategies to reduce traffic problems and other problems of segregation in neighborhoods and neighborhoods of compensation offered. Tehran Municipality to offset losses suffered during construction groups can act with opportunities and institutional capacity and infrastructure. With the implementation of such programs can provide indicators of

social sustainability and sustainable development of citizens' lives. These proposals are discussed in line with the outcomes management system designed to overcome shortcomings and inefficiencies of the project.

1. Traffic corrective strategies for enhancing positive impacts on local traffic Tunnel and neighboring areas, the breeding program is suggested: a) Construction of parking limits traffic class (office towers, commercial and residential Nawab, the Tohid, the), b) removal of the BRT bus - bus terminals and transfer the line to the other lines Afshar. C) Design and planning - planning for road construction areas adjacent to the tunnel turn monotheism. D) shift the route of Rudaki Avenue, N. Karun and Forsat e Shirazi St. Ghasroldashti and Nosrat.

2. Compensation mechanisms for victims: 1) construction of cultural, sporting and etc,. Assistance in the area between the street and working Jamalzadeh (opposite the mosque Amini) 2) municipal services in the neighborhoods surrounding the tunnel (eg, green spaces); 3) core neighborhoods surrounding the city forgive taxes and duties (as much as 29 months during tunnel construction). 4) Neighborhood Tohid blocking the alleys and streets that will lead to Chamran Expressway (to prevent theft and increase security for local residents); creating sound insulation in Chamran highway, building sports facilities and neighborhood unity; 5) salsabil neighborhoods and Bryank design of the access tunnel. 6) Construction of green space in the neighborhood area: 1) the space between the ancient and Gulshan Avenue; 2) Space Garden Street between North Street and the former Padideh; 3) the space between the Bastan streets - Azerbaijan.

3. Tunnel system designed to manage and monitor the results of this study emphasize the technical problems and negative impacts of the project's tunnels. Here are some suggestions to resolve the technical shortcomings of the project are as follows: a) providing tunnel ventilation system: One of the most important reasons for not using Unity for travel tunnel "tunnel air pollution". Recommended increasing the number of jet fans, tunnel ventilation systems are fitted. B) Tunnel emergency rescue equipment, c) to increase the pace of traffic and municipal control over incoming and outgoing traffic tunnel, d) equipped with a tunnel lighting system.

Conclusion

To solve the traffic problems in Tehran and infrastructure development projects such as the expansion of the metro transport network, bus routes and points Extremist in traffic, effective and continuous cooperation between organizations involved as Tehran traffic, traffic police and other essential. One of the main goals of the North-South Expressway Tunnel access Nawab - Chamran has been declining the traffic. The positive effects of the project for the residents, shopkeepers, drivers and passengers original sites bordering the tunnel have been remarkable. In other words, the unity of all citizens to contribute to the tunnel project rather than the positive and negative effects those are not. So social justice among citizens are ignored. Now, to reduce inequalities among citizens toward social justice authorities should have taken measures to redress the present paper. The results showed that the negative effects of the construction phase operation dropped the expectations of citizens in relation to solving traffic problems in neighborhoods and access tunnels are still unmet. Drivers and passengers are traveling north or south on the route to the tunnel had positive results. In operation phase, the indicators of satisfaction and trust of citizens and municipal projects, shows that there are technical difficulties tunnel (air pollution, traffic jams and the lack of compensation for the period of the input and output) has led some residents have complained to the council. Despite the problems of Tehran Municipality project to have a high confidence of citizens believe that the municipality intends to solve traffic problems in Tehran. One of the main negative effects of the economic losses tunnel construction businesses and jobs have been neighbors. Neighboring residents due to increased traffic and pollution caused by making tunnels and lots of noise from disclaimer comfort of their own problems and they believed that the construction of the tunnel had harm their neighborhoods rather than a positive result. In the process of tunnel projects (priorities and needs assessment, implementation and outcomes, and effectiveness), there has been little attention to citizen participation in the project. The views and wishes of the district councils have been used in four areas. During construction of the project it had negative consequences for many citizens emerged in the participation of residents in cooperation with officials and manufacturers make more sense to have the tunnel. In

the course of the project were dissatisfied citizens of the municipality. These reasons include dissatisfaction with technical problems Tunnel: The tunnel problems such as air pollution and noise, hot air and too much traffic at the southern exit of the tunnel, the tunnel are unreachable areas. The traffic impact studies, environmental construction projects have been remarkable, but Tehran municipality with similar traffic (Jomhuri Square bus line to terminal Tajrish) tunnels near the extent of this effect is neutralized. One of the reasons for the dissatisfaction of citizens and businesses residing in the city due to the demands of society are affected. Drivers and passengers of the tunnels (for 29 months), they have experienced negative consequences of that period. One of those expectations is that the positive impact of the utilization of the benefit. In the process of construction and operation of both the northern and southern areas of Tehran citizens of neighboring residents tunnel projects have been winners. According to the traffic on the network of streets, highways, tunnels, particularly the Nawab - Chamran has been significantly reduced. Reduce in fuel consumption and reduce in air pollution in Tehran has been positively evaluated. The outcome of the research results - to be presented is the high cost of building the tunnel (between 300 to 600 billion reported). The effectiveness and efficiency should be far more than the current situation. Apart from the cost of resolving traffic problems north to south and central areas adjacent to the project have the expectation that citizens are not met. Tohid tunnel is the only highway tunnel in the north of Tehran, connected to the south of the traffic is dropped.