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**ENSURING FIRE SAFETY DURING THE EVACUATION OF PEOPLE
WITH DISABILITIES**

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Abstract: The article examines the current problem of inclusiveness of buildings and structures in the context of ensuring the safety of evacuation of persons with disabilities in buildings of various functional purposes in the case of a fire.

Keywords: inclusiveness, less mobile population groups, evacuation.

In our country, the President of Ukraine, the First Lady, and the government pay a lot of attention to solving the issues of inclusion of people with disabilities and other less mobile population groups in active social life and inclusiveness issues. Orienting the state to the needs of the least protected and most vulnerable members of society determines the level of its civilization. When designing objects accessible to people with reduced mobility, the following must be ensured: accessibility of places of targeted visits and unhindered movement inside buildings and structures; safety of traffic routes (including evacuation routes), as well as places of residence, service and work; timely receipt of full-fledged and high-quality information by people with reduced mobility, which will make it possible to navigate in space, use equipment, receive services, participate in labor and educational processes; convenience and comfort of the living environment [1].

From a practical point of view, planning evacuation routes for low-mobility population groups is quite a complicated process. In this case, it is important not only to plan correctly but also to ensure all conditions for easy and safe evacuation in case of danger. At the same time, it is necessary to take into account a number of factors that are characteristic of people with reduced mobility. For example, low speed of

movement, use of assistive devices during movement (crutches, sticks, prostheses, wheelchairs), reduced maneuverability when driving through difficult sections of the evacuation route (turns, narrowings, confluences of streams), difficulties in overcoming obstacles on the way (opening doors, etc.), difficulties with reading evacuation signs, perception of warning signals.

Recent research has shown that accessibility means more than direct access to a building or to a room with the help of assistive or special devices. This is the process of creating spaces that are as comfortable as possible, and therefore safe for all people, regardless of their age and physical or cognitive capabilities, without the need to use auxiliary (adaptive) means or narrowly focused specialized solutions [2].

Activity restrictions, permanent or temporary, can hinder the successful evacuation of less mobile population groups in fire conditions. People with special needs can face many different forms of potential barriers, including:

- physical barriers that limit the possibility of entering and exiting the building. Physical barriers may include curbs, stairs, narrow doorways, and passages, as well as the inability to use mobility aids (canes, walkers, wheelchairs);
- communication barriers that limit access to signs, lights, sirens and alarms, notification systems, and means of communication (telephones, walkie-talkies);
- cognitive and emotional barriers that limit the ability to remain calm, solve problems and make quick decisions in emergency situations.

Despite the requirement of regulatory documents [3-4] to ensure safe evacuation and unobstructed space in buildings, there are a number of problems. Both buildings that have been put into operation for a long time, as well as newly built ones, are not provided with sufficient space for a maneuver. The width of the opening of the evacuation doors, corridors, and passages does not provide a person in a wheelchair with freedom of movement, as well as the opportunity to freely pass another person in a wheelchair. In most cases, there are no ramps on the evacuation routes. At the same time, their arrangement is often performed only formally and does not always meet the requirements of the standards, namely the slope and the presence of handrails (almost 90% of ramps do not meet these requirements).

At the same time, for people who are visually impaired, are very important height differences on escape routes, which they are unable to detect with a cane (lack of thresholds). There are no markings on the evacuation routes with reflective elements of the first and last steps of the staircase or the handrails of the stairs, there are no devices on the handrails of relief markings of the floors in a tactile form or in Braille, there are no tactile tiles. In many cases, there is no audio duplication of visual information - for people with visual impairments, and visual duplication of audio information - for people with hearing impairments, in general, is a rarity. Considering the requirements for safe evacuation from buildings and structures, we can conclude that the evacuation of low-mobility population groups today is complicated in many cases, and in some places impossible, especially in fire conditions.

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